# The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST
FAIR
Barometer 29.98

May 22, 1914. Temperature 6 a.m. 77, 2 p.m. 78
Humidity " 89 " 81

May 22, 1913. Temperature 6 a.m. 79 p.m. 81
Humidity 95 85

2803 第八式月四年寅甲 FRIDAY, MAY 22, 1914. 五拜禮 號式二月伍英曆 SINGLE COPY 10 CENTS $36 PER ANNUM.


## TELEGRAMS.

### THE IRISH QUESTION.

### "SCENE" IN THE COMMONS.

[Reuter's Service To The "Telegraph."]

London. Received May 22.

In the House of Commons it was announced that the Irish Amending Bill would be first introduced in the House of Lords, and the latter would decide whether they would consider it before the Home Rule Bill itself.

**Not Fair.**

Later.

In the House of Commons, Mr. Bonar Law pressed for the introduction of the Amending Bill. He said it was not fair that the Commons should continue with Home Rule without knowing the Government's real proposals.

Mr. Asquith replied that he would explain the reason later.

Lord Robert Cecil, on the third reading of the Home Rule Bill, moved the adjournment of the House, saying his reason was that the Government would not command a majority when the whole of its proposals were submitted.

Mr. Asquith replied that the House of Commons must give deliberate judgment on the main proposal first.

Mr. Bonar Law affirmed that the whole proceedings were farcical, and he saw no use in participating in them.

**The Uproar.**

Later.

The motion to adjourn was rejected by 286 votes to 176.

The Speaker then put the motion for the third reading of the Bill.

At this, the Opposition raised a chant of "Adjourn! Adjourn!"

They kept up the uproar, and the Speaker asked Mr. Bonar Law if he approved of the demonstration.

Mr. Bonar Law refused to answer, his silence being the sign for frantic Opposition cheers.

**Sitting Suspended in Confusion.**

The uproar continuing, the Speaker said in the absence of Mr. Bonar Law's assistance to maintain order, a suspension of the sitting was unavoidable.

The sitting was accordingly suspended, and members left the House amid continued confusion.

**Time for Reflection.**

The sitting has been suspended until to-morrow. Home Rule is not on the Order Paper again till Monday. Ministers have thus time in which to reconsider their attitude regarding the Amending Bill.

**Bayonets Seized.**

The Dublin Customs have seized a consignment of bayonets which were intended for the use of Nationalist Volunteers.

## ELECTIONEERING.

### THE IPSWICH ELECTION.

London. Received May 22.

Mr. Lloyd George speaks at Ipswich to-night (Thursday), in the bye-election campaign.

The announcement has been received with surprise and has been followed by an announcement that Sir Edward Carson, Mr. F. E. Smith and Major Bowden (the successful Unionist candidate at N. E. Derbyshire) will arrive to-night and join in a parade to a meeting in support of Mr. Gaycott, the Unionist candidate.

## TELEGRAMS.

### SUFFRAGISTS AND KING.

### PROCESSION BROKEN UP.

[Reuter's Service To The "Telegraph."]

London. Received May 22.

A suffragist deputation, on attempting to petition the King as he was returning from Aldershot, was confronted by thousands of police and soldiers around Buckingham Palace.

The suffragist procession was broken up on the top of Constitution Hill, and Mrs. Pankhurst and others arrested.

Later.

Mrs. Pankhurst was arrested opposite the Palace. The suffragists forced one of the gates at Hyde Park Corner. Fisticuffs ensued, and some injuries were sustained. There are already 47 arrests, including three men.

**Further Arrests.**

Later.

There were further arrests for window-smashing at Whitehall in the evening. The total number arrested is now 67, including Miss Sylvia Pankhurst and Mrs. Drummond, who were arrested on the doorstep of Mr. McKenna's house.

The police raided a flat in Maida Vale and arrested five women, also seizing half a hundredweight of pebbles in bags, hammers, choppers and important documents. It is believed that a huge window-smashing campaign was thus averted.

## THE BURDEN OF THE PHILIPPINES.

Reviewing "The Philippines Past and Present" by Dean C. Worcester. (Two Volumes, with 128 Plates, Mills and Boon. 30s. net.).

The *Times* says:—It is just 150 years since the Philippine archipelago was evacuated by the British force which had captured Manila in the course of the brief war which followed on Charles III's accession to the Bourbon Family Compact. Spain gave up Florida and some other American territory in exchange for the Philippines, which remained in her possession until the Treaty of Paris in 1898 handed them over to the United States. Those who are inclined to meditate on the "might have beens" of history may ask themselves whether it would not have been better for the Filipinos that they should have remained in our Empire and passed under the same rule which has been so conspicuously successful in India and in so many tropical dependencies, where our administrators have learned how to tame the "newcaught, sullen peoples, half devil and half-child." But in that case the United States would have lost an invaluable object-lesson in the difficulties of Empire, nor should we have had the pleasure of reading Mr. Worcester's exceedingly able and interesting account of American administration in the Philippines. We should certainly have been sorry to lose this plain and unvarnished—yet eminently readable and inspiring—record of work begun in most unpromising conditions, continued under almost insuperable difficulties, received with ingratitude in the islands and often with unsympathetic criticism in the States, and yet resulting in what the most dispassionate observer must call a triumph for the self-sacrificing and single-minded officials, of whom Mr. Worcester himself is the most notable.

The author of this encyclopaedic narrative probably has a longer and more intimate knowledge of the Philippines and their inhabitants than any other American. He first visited those islands in 1886, when he took part in the biological expedition of Professor J. B. Steere, under whom he was studying in the University of Michigan. He returned for a longer stay in 1890, when he spent nearly three years working on the zoology of the archipelago, and familiarized himself in the course of much travel with the customs and habits of the Filipinos. The knowledge of the Philippines then possessed by the average American citizen might be illustrated by the question of a Vermont lady on his return home—"Deanie, are them Philippians you have been a visitin' the people that Paul wrote the Epistle to?" When the Spanish-American war broke out, and Dewey's victory at Manila brought the Philippines within the sphere of active American interests, Mr. Worcester called on President McKinley (on his way to Europe) in order to communicate to him certain facts bearing on the situation, and was "amazed" to be rewarded with a proposal that he should return to the islands as the President's personal representative. Before he accepted this offer, the President decided to send out the first Philippine Commission, a body which was instructed to aid in "the most humane, pacific, and effective extension of authority throughout these islands, and to secure, with the least possible delay, the benefits of a wise and generous protection of life and property to the inhabitants." The members of this Commission were Admiral Dewey and General Otis, commanding the United States naval and military forces on the spot, an ex-Ambassador, Colonel Denby, President Schurman, of Cornell, and Mr. Worcester. Before the Commission could begin its work, the insurrection under Aguinaldo had broken out, and the civilian Commissioners were able to do little beyond watching events and informing themselves as to local conditions.

In March, 1900, the second Philippine Commission was appointed. It consisted of five civilians, under the presidency of Mr. Taft. Mr. Worcester was the only member of the first Commission who continued to serve on the new one, of which he remained a member until his final retirement, in September of last year. The first business of the second Commission was to arrange for the gradual transfer of authority from the military to civil officers. Thereafter it became the true governing body in the Philippines. On July 4, 1901, when Mr. Taft became Governor of the islands, Mr. Worcester was appointed Secretary of the Interior, and three Filipino members were added to the Commission. Thus constituted, it remained the sole legislative authority until October 16, 1907, when it became the Upper House of the new Philippine Legislature, the Lower House being an elective Assembly of 81 members. This Constitution still endures, though recently the experiment has been tried of giving the Filipinos a majority in the Upper as well as in the Lower House—an experiment which Mr. Worcester clearly regards with grave misgivings as to its effect upon the progress and prosperity of the islands.

Thus, for the first fifteen years of American rule in the Philippines, Mr. Worcester has been at the centre of affairs. He has had a hand in the enactment of all the elaborate legislation which has been put in force; he has participated in the organization and administration of civil and municipal government in the various provinces; he has been directly responsible for the establishment of sanitary and agricultural services; and he has had sole administrative control of the non-Christian tribes, his special affection for whom gave ground for the only serious accusation—of neglecting the affairs of the Filipinos proper in their interests—which has been made against him, and permitted the egregious Judge Blount to speak of him as "non-Christian Worcester." It is the story of these fifteen years of hard and unceasing labour, with the aid of the devoted colleagues and subordinates of whom he speaks with an enthusiasm that never fails to provoke the interest and admiration of the reader, which Mr. Worcester tells at length in these two invaluable volumes. No one can claim to understand the Philippine problem who has not mastered them; and even those to whom that problem is not a matter of direct urgency will be well advised to acquaint themselves with a story which may compare in interest and in importance with the finest administrative pages of our own Indian or Colonial annals, and which is the highest tribute ever paid to the efficiency with which our American kinsmen have risen to the height of what is to them an entirely new and—as we have long known from our own experience in many parts of the earth—an exceedingly arduous enterprise.

To all who know the problems presented by the Philippines when, after centuries of Spanish misgovernment or half-government, their wild, turbulent, and mixed peoples were taken over by the United States, and who can compare them with the far less complicated problems presented by many of our own Dependencies—where we have had simpler and, therefore, more tractable material to work upon—it may well seem that Mr. Worcester and his colleagues have crowded the advances towards civilization and good government which might reasonably be expected in a century, into less than half a generation. Mr. Worcester not only tells us what has been done, but throws a brilliant light on the way in which it has been done. He pays a high tribute to the almost prophetic insight of Mr. Kipling—whose Indian experience of course fits him so admirably to understand such a work as has been done in the Philippines—when he tells us that, on reading that wonderful poem "If—" in 1910, he recognized that our great Imperial post had "written for these men of mine up in the hills without knowing it," and did not rest until he had sent a copy of it to each of his subordinates.

Mr. Worcester's book is not merely a narrative of good work with no thought of self in it, in which the world at large can take an admiring and even affectionate interest. It is also an appeal to his fellow-countrymen, too many of whom are still indifferent, too many misled, about the distant and unfamiliar problems of the Philippines, in which the author urges them to remember that the work done, undertaken for the physical, mental, and moral advancement of his favourite "non-Christians," has succeeded far beyond the hopes of those who initiated it, and that its results would go down like a house of cards if American control were prematurely withdrawn. There are some unpleasant symptoms—to which Mr. Worcester alludes in various places—that a body of American opinion is in favour of retiring from the apparently costly and unproductive administration of the Philippines at the earliest possible opportunity. Not a little adverse criticism of the administration has been inspired by this policy. The best answer to such criticism is a perusal of Mr. Worcester's honest, outspoken, and most praiseworthy book. We trust that he and his silent colleagues in the islands will not be forced to submit themselves to the hardest of all the criterions of manhood stated by Mr. Kipling—

If you can bear to hear the truth you've spoken.
Twisted by knaves to make a trap for fools.
Or watch the things you gave your life to, broken.
And stoop and build them up with worn-out tools.

We cannot easily conceive that a great country which can point to such sturdy shouldering of "the white man's burden" as Mr. Worcester here depicts will so far derogate from its high administrative ideals as to abandon that burden at the bidding of self-seeking, sentimental, or indifferent politicians.

## TELEGRAMS.

### ALBANIAN SITUATION.

### ESSAD PASHA'S RESOLVE.

[Reuter's Service To "The Telegraph."]

London. Received May 22.

Essad Pasha has arrived at Brindisi and gone to Naples. He has signed a pledge never to interfere with Albanian affairs.

Reuter's correspondent at Durazzo states that an expedition of Volunteers numbering 300, commanded by a Dutch Major, has suppressed a peasant rising at Siak.

The Major parleyed with the peasants, who promised to disperse and send a deputation to Durazzo to formulate their wishes.

**Victim of Plot.**

Essad Pasha has arrived at Naples. He denied that there was a conspiracy and says he was the victim of a plot on the part of the Austrians and the Dutch gendarmes. He protests against the outrage on Albanian autonomy, and says, "My Sovereign has been shamefully deceived."

Reuter's correspondent at Rome says it is denied that Essad Pasha will be deported to Tripoli.

## TELEGRAMS.

### GIANT LINER LOOSE.

### VATERLAND OUT OF CONTROL.

[Reuter's Service To "The Telegraph."]

London. Received May 22.

Reuter's correspondent at New York states that the giant liner Vaterland has arrived there on her maiden voyage.

The tide tore the vessel from the swarm of tugs, and the Vaterland drifted broadside for a mile downstream, obstructing navigation for several hours.

Eventually she was again got under control and berthed.

[The Vaterland, built for the Hamburg-Amerika Linie, is the largest ship in the world. Her tonnage is 58,000, length 950 feet, beam 100 feet, horse-power 65,000, and designed speed 25 knots. She was to leave Southampton on her maiden voyage on May 15.]

## FOREST FIRE.

### GREAT DAMAGE IN JAPAN.

London, Received May 22.

Reuter's correspondent at Tokyo states that a forest fire is devastating an area six miles by sixty miles in the Province of Kitami, Hokkaido.

The outbreak cannot be checked owing to a drought, and the entire population is fighting the flames. Thirteen people are reported to have been killed.

## TELEGRAMS.

### MISTRESS MURDERED.

### CHINESE "BOY" CONFESSES.

[Reuter's Service To "The Telegraph."]

London. Received May 22.

Reuter's correspondent at Victoria, British Columbia, states that the Chinese "boy" suspected of murdering Mrs. Millard, wife of a Canadian Pacific Railway official because she reproved him for carelessness, has fully confessed that he killed his mistress by a blow with a chair, and then dismembered and burned her body. He declares that she brandished a knife because he displeased her.

The "boy" has not yet been sentenced.

## TELEGRAMS.

### VALUE OF WIRELESS.

### 100 PASSENGERS RESCUED.

[Reuter's Service To "The Telegraph."]

London. Received May 22.

Reuter's correspondent at Galveston states that the U.S. battleship Connecticut, answering a wireless call, rescued a hundred passengers from the Norwegian steamer Atlantis, which is dangerously ashore a hundred miles from Tampico.

Those rescued were mostly foreigners returning to the oilfields from Galveston, where they are now being cared for.

## PLAGUE IN JAVA.

**Official Statement On Combative Measures.**

A telegram from The Hague dated April 30 to Java papers states that interpellation of Mr. Th. v. Deventer (V.D.) in the second Chamber with reference to the combatting of the plague in Java was answered fully by Minister Pleyte.

The Minister stated that the destruction of rats would be continued and an improvement would be made in the dwelling conditions. The utility of vaccination was not very apparent, while the evacuation of houses would not be done with such haste as heretofore. The improvement in the housing conditions had already produced good results. Only eleven medical men in Holland had offered their services for this work. If no more came forward, then they would have to seek the assistance of foreign doctors. In a geographical sense, the plague was not spreading said the minister. His speech was received with tokens of assent.

Jhr. Mr. R. R. de Muralt (U.L.) criticised what he considered the low salaries on which the medical men were sent out, and pointed out also that in 1899 they had already had warning of the approaching danger.

Mr. D. Bock (U.L.) urged the necessity of more stringent quarantine regulations, and considered that it was not advisable to send young doctors direct to the plague districts.

Mr. J. H. Schaper criticised the conduct of the government against the native folk whose interests with regard to sanitation, he said, were not looked after.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

**CONDENSED.**

A forest fire is devastating an area six miles by sixty in Japan.

It is denied in Rome that Essad Pasha is to be deported to Tripoli.

On the Home Rule Bill a motion to adjourn the House was defeated.

The Irish Amending Bill is first to be introduced in the House of Lords.

Essad Pasha has signed a pledge never to interfere in Albanian affairs.

An expedition of 300 Volunteers commanded by a Dutch Major has suppressed a peasant rising in Albania.

The Dublin Customs have seized a consignment of bayonets intended for Nationalist Volunteers.

An uproar in the House of Commons over the Irish question resulted in the Speaker suspending the sitting.

A Chinese "boy" has fully confessed to murdering Mrs. Millard wife of a C.P.R. official at Victoria, B.C.

Suffragists who attempted to petition the King were dispersed after Mrs. Pankhurst and others were arrested.

A huge window-smashing campaign is believed to have been averted by arrests and seizures in a Maida Vale flat.

During an uproar in the House of Commons, the Speaker asked Mr. Bonar Law if he approved the demonstration, and the latter refused to answer.

The U.S. battleship Connecticut, answering a wireless call, has rescued a hundred passengers from the stranded Norwegian steamer Atlantis.

The giant liner Vaterland on arriving at New York tore away from her tugs and drifted broadside down stream for an hour, but was eventually berthed.

**NEWS.**

Vice-admiral Stokes, formerly commodore at Hongkong, died suddenly at Queenstown, Ireland, on April 24.

General news appears on page 3 of this issue and 0g book on page 6.

Messrs. Fraser's Singapore share circular appears on page 9 to-day.

The recent piracies formed the subject of questions in the House of Commons. They are given on page 4.

The Childar piracy case was continued to-day at the Police Court.

## DON'T FORGET.

**TO-DAY.**

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.00 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

**TO-MORROW.**

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.00 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.
Monday May 23. Empire Day Commemoration Service at St. John's Cathedral 9 a.m.
Tuesday May 26.
Crown Land Sale. P.W.D.—3 p.m.
H.K. Horticultural Society's Meeting.
Wednesday May 27.
Peak Tramways Co. Ltd. meeting—noon.
Thursday May 28.
Star Ferry Co. Ltd. Meeting of Shareholders—12.30.

## Notices.

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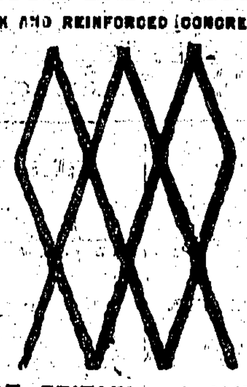

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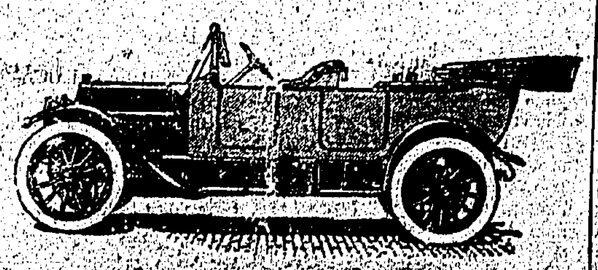

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## OUR CONTEMPORARIES.

*South China Morning Post.*

**The Asiatic Labour Question.**

As far as the Chinese are concerned it is not many weeks since British Columbian fruit growers were asking the Provincial Government to prevent people of Asiatic race from owning land, a protest which was aimed chiefly at Chinese. In view of the belief which, according to Reuter, prevails that no Government will resist the unanimous demand of the Pacific province for absolute exclusion of Asiatics, it will be interesting to watch developments. The case of the Indians who are now seeking admission and whose claim to admission rests upon the fact that they maintain they are British subjects and therefore entitled to the rights and privileges of British subjects wherever they go in the British Empire, is one of special interest.

*China Mail.*

**The Imperial Wireless Scheme.**

The Imperial wireless scheme, which is designed to maintain the communications of the Empire if the submarine cables should be destroyed in war, will comprise six great stations, erected respectively in Egypt, East Africa, South Africa, Bangalore and Singapore. The wave-lengths will be as great as possible within the limits of 15,000 ft., and 50,000 ft., and stations required to communicate in more than one direction, as most of them will be, will have a separate transmitting aerial and a separate receiving aerial for each direction. The total power, including spares and auxiliaries, at the terminal stations will be approximately 1500 horse-power, and at the intermediate stations between 1900 and 2500 horse-power. The power will be developed by steam turbines coupled to alternate current generators and revolving disc dischargers. The transmitting aerials, we learn from a most comprehensive and interesting paper on wireless telegraphy, read recently before the North East Coast Institution of Engineers and Shipbuilders by Mr. H. Fothergill, will be of the multiwire directional type, and will consist of a number of horizontal parallel wires supported at one end, 300 ft. high, by ten masts, and brought down at the other end to the transmitting station.

*Daily Press.*

**Mexican Trouble.**

It is difficult to understand how a man of President Wilson's intellectual calibre can fail to see how untenable is the position he takes up when he declares that his grievance is not against Mexico, but against Huerta. That discrimination is only possible when the Mexican people are prepared to repudiate Huerta. President Wilson has not really been dealing with Huerta as a private citizen, but as the *de facto* President actually administering the Government of a large part of Mexico and enjoying such prestige as appertains to the recognition of his status by European Powers. Having once intervened it is impossible for the United States to withdraw its forces before a definite settlement has been reached, and it will be the earnest hope of the American people, as of everybody else, that the efforts of the Mediators to avert a devastating war and to establish a strong Provisional Government in Mexico will be crowned with success. But it is greatly to be feared that any settlement short of autocratic rule by somebody is destined to end in failure in Mexico, as it has done in China. The political conditions in the two countries seem much alike.

For a good solid meal à la Carte, or Table d'Hote, with Wines & Liquors of the Best, A CALEXANDRA CAFE.

## GENERAL NEWS.

**Hairdresser and Dog.**

A retriever dog, apparently with the intention of defending its master, who was about to have his hair cut, made asavage attack on April 17th, upon Henry Merritt, a hairdresser, at Strood, near Rochester. The dog fixed its teeth in the hairdresser's face and tore away portions of both of his lips.

**Singapore's Heat.**

A fact that has probably escaped notice among the majority of residents in Singapore is that on Wednesday and yesterday (says the *Straits Times* of May 15) the maximum temperature in the shade reached 97, the highest on record, while in the open the maximum was 158.4 deg. Fahrenheit. For the past fortnight the excessive heat has been the topic of conversation, a noticeable peculiarity being the absence of the refreshing land breezes which at this time of the year temper the atmosphere and add enjoyment to the evening pleasures.

**Compulsory Service in Australia.**

In view of the efforts of the so-called Australian Freedom League to undermine public confidence in the national defence scheme, it is interesting to observe that the recently established *Anglican Record* in Australia is declaring emphatically in favour of compulsory drill and military training. In a leading article the *Record* says:—"National greatness, in the last analysis, rests upon character, and, apart from it, can never develop or continue. Hence, though, as in God's mercy may be the case, the citizen soldiers of Australia may never see the sword drawn in anger, compulsory service promises to be the greatest boon which democracy has yet given us, and its ethical values compel the enthusiatic support of the thinking public man. From the political point of view, compulsory service may or may not be desirable. From the Christian ethical standpoint, it is an impellant necessity, and ought to be firmly enforced."

**A Trick of the Trade.**

It really was a stroke of genius which inspired the grocer who first conceived the notion of dealing profitably with the evaporated fruits left over from the Christmas trade, says *Grocery*. It has always been the custom to regard these as more or less dead stock, to be cleared at a reduction as quickly as possible, but one frosty morning an enterprising young man imbibed with his matutinal coffee the idea of mixing them all up and selling them as "fruit salad" at a larger price than they had fetched previously as Christmas fruits. The plan "worked" immediately, and is now no longer novel—but it is just another illustration of the value of initiative which the average British grocer would do well in his own interests to cultivate.

**The Canadian Fox Industry.**

A score or more of silver-black fox companies from the Charlottetown district, of Prince Edward Island, are vigorously canvassing for American investors, particularly in New York and New England, and additional companies are forming with the same procedure in view, says an American consular report. The value of first-quality Prince Edward Island silver-black foxes, for breeding purposes, rose from £2,000 per pair in October, 1912, to about £2,400 or £2,600 per pair in January, 1913. In the early winter of 1912-13 it was possible to secure options on unborn spring progeny at £2,000 to £2,400 per pair. In April and May last quotations rose from £2,600 to £3,000, and finally to £3,500 and £3,600 in June.

**Foundation of St. Paul's.**

The grouting experiments which have been in progress at the old Post Office site, with a view to determining the possibility of strengthening the foundations of St. Paul's Cathedral by injecting liquid cement into the subsoil, have, we are informed, been successful. The cement has permeated the subsoil for a considerable distance round each of the borings: and not only gravel and sand but also clay has been transformed into a solid concrete mass. It is probable that the process will now be applied to the subsoil under St. Paul's Cathedral.

## ART OF GIVING EVIDENCE.

**Amusing Libel Trial at the Old Bailey.**

There were several amusing incidents at the Old Bailey during the trial of James Kingston, aged 69, a fitter, who pleaded not guilty to publishing a defamatory libel concerning Ernest William Ashton, relieving officer at St. Pancras Union.

"I am going to beat you in this case," remarked Kingston to Mr. Eustace Fulton, who prosecuted.

Mr. Fulton: Are you a fitter?

Kingston: I am a painter, and, in fact, my abilities are unlimited. I am fighting for my life now against a very rotten system.

Later Kingston said that he was "nonplussed and handicapped" by the loss of his glasses.

"I think, my Lord," he added, "you will admit that that is a serious item. I have been found guilty and now I am being tried, but I am going to prove to the jury that I am innocent."

The Judge (the Common Serjeant): It is no use proving anything if you have already been found guilty.

Kingston called his wife as a witness, and said to her, as she began to speak: "Now, look here, you are my witness now. These (indicating the jury) are the gentlemen to be considered, not that party there (indicating Mr. Fulton). Have you ever known me to be a disreputable character?"

The Wife: No. You have always been a good father to your wife and children (laughter).

Later Kingston complained to the Judge, and said: These gentlemen can see you are prejudiced against me. That shows you the rottenness of the system. You have found me guilty, and now you are trying me. That is what you term justice."

The Judge: I do not find you guilty. The jury will do that.

Kingston (loudly and emphatically): Oh, no, they won't. Oh, no, they won't. Don't you be under any misapprehension about that! I am quite certain they won't by the time I have done with them (laughter).

The Judge (to the wife): Does this man know what he is talking about?

Kingston: I knew that was coming.

The Wife: Oh, yes he does.

Mr. Fulton began to cross-examine the wife. "Where do you live?" he asked.

Kingston: Don't answer him. Don't you answer him, I tell you. Never mind about what they say. This rests with me and the jury.

Mr. Fulton proceeded to ask the wife several questions, but the only answer he obtained was the word "Why?" which she constantly repeated, Kingston remarking approvingly, "That's right. Don't answer him."

The Judge repeated Mr. Fulton's question, but Kingston said: "Don't you answer him either."

The Judge: What rent do you pay?

Kingston: Say you don't know.

The Wife: I don't know (laughter).

Another question was asked.

Kingston (warningly): You don't know. Don't let me tell you again (laughter).

The Wife: The least said the best.

Kingston: Quite right.

The Judge (to the witness): You can stand down. I shan't commit you. It isn't worth while.

Kingston: No, the trial's a complete farce.

Addressing the jury, Kingston said: "Gentlemen, this case now rests between me and you. My system is to empty the prisons. The police system is to fill them. You see how the judge is prejudiced against me. By the very nature of his profession a police officer must be a perjurer, because it is his living" (laughter).

The Judge remarked that he thought Kingston, who was found guilty, had said everything possible which concerned the case and which did not. He did not know how far Kingston was foolish, or how far he was "putting it on." He would go to prison in the second division for two months.

## DYSPEPSIA AND HOT WEATHER.

"I look upon it that he who does not mind his stomach will hardly mind anything else," wrote Dr. Johnson with characteristic bruskueness.

In these hot, moist days, every man must "mind his stomach" if he wishes his stomach to mind him. If he does not, dyspepsia will be his lot, with its long train of disagreeable symptoms.

To avoid dyspepsia, or to overcome it if present, it is imperative to nourish the nerves as well as supply easily digestible food. For this purpose, nothing compares with Sanatogen, nothing is so highly concentrated, nutritious food, chemically combined with phosphorus in the exact form in which it exists in the body. Exceedingly digestible itself it also helps the digestion of other foods. It thus rapidly restores digestive power and nervous vigor.

A physician writes in *The Medical Press* and *Circular*, one of the leading British medical journals: "Sanatogen supplies the needed nutrition to the brain cells as well as the necessary fillip to the heart, stomach, liver and other organs. In consequence, the patient sleeps and his energy of mind and body is restored. He loses his depression of spirits, and the balance of his nutrition is restored, for in all cases it acts as a powerful stimulant to the nervous system."

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

**It is not a matter of indifference**

whether you take a trustworthy remedy, or one recommended as "just as good".

A characteristic property of genuine Aspirin Tablets, for instance, is that they break up rapidly in water without stirring, whilst substitutes often do not and are consequently ineffectual. One might swallow a stone with as much success!

As a remedy for headache, toothache, neuralgia, rheumatism, etc. it is advisable to take only the KNOWN & GENUINE,

**Bayer's Tablets of Aspirin**

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ONE CENT PER WORD

FOR EACH INSERTION.

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ROGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, Mount Kellett. Church Mission Society Bungalow) partly furnished. Cheap rent.

No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

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TO LET.— No. 5 Mountain View from 1st April 1914. Newly painted and colourwashed.

TO LET from 1st June 1914. 55 ELGIN TERRACE, newly painted and Colourwashed.

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### FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alandra Building.
Hongkong, 2nd Oct., 1913 [211

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—From April 1st. The First Floor of No. 25, Des Voeux Road, Central. Suitable for Offices. Rooms can be let separately. Apply:—DRAGON CYCLE Co.

TO LET.—From 1st July 1914. In Canton on Shameen Lot. 55. The premises now in the occupation of the Bank of Taiwan Ld. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

### TO LET.

TO LET at TAIPO a four roomed Bungalow from 1st. June. Fully furnished, with plate, linen and glass. Mosquito proof rooms. Ideal for week ends or permanent residence. Use of bathing jetty & dinghy. Apply E. BRUCE SHEPHERD, 5 Queen's Road Central.

TO LET.—With immediate possession. Office:—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached. Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf.

Flat in Nathan Rd. Kowloon. Apply to.—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET.—"LA HACIENDA E.", No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

### WANTED.

PARTNER WANTED:—Business man (English) desires partner, either active or sleeping (Non-Asiatic), with from Five to Ten Thousand Dollars. First Class opportunity. Full particulars from "H.S.W." c/o "Hongkong Telegraph."

## BOXING NEWS.

**Carpentier v. Dick Smith.**

Paris, April 25.

Carpentier and Dick Smith have arranged to meet at the Liverpool Stadium on May 28 for the title of Middle weight Champion of Europe.

Presumably it is for the "Cruiser-weight" championship, and not the Middle-weight, that these men will fight. Dick Smith, a former Heavyweight Amateur Champion, gained the Light Heavyweight Championship belt at the National Sporting Club on March 16 of this year, when he defeated Denis Haugh, although he had lost to the same opponent in January. Dick Smith has been anxious to try conclusions with Bombardier Wells, and after the latter has met Bandeman Rice on Thursday he may give Smith a chance. It seems unlikely, to say the least of it, that Smith will go far against Carpentier.

**Coffey v. Flynn.**

New York, April 25.

Jim Coffey last night knocked out Jim Flynn in the fourth round, with a right swing to the jaw.


IF you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

## Notices.

N. LAZARUS.

Ophthalmic Optician.

Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

**N. LAZARUS,**
**OPTHALMIC OPTICIAN.**
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THE QUEEN OF TABLE WATERS.
Supplied under
ROYAL WARRANT OF APPOINTMENT
to
HIS MAJESTY KING GEORGE V

GUARD AGAINST PLAGUE
BY USING C.N.
CHINA COMMERCIAL

31, Queen's Road Central
QUEEN'S DISPENSARY
IS THE DISPENSARY THAT IS ALWAYS AT YOUR SERVICE.
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PRICKLY HEAT LOTION.
PRICKLY HEAT POWDER.

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An infallible remedy for irritation of the Skin caused by Heat. Freckles, Sunburn, Tan, etc., speedily removed by its use, and a generally healthy tone imparted to the skin.
Large Bottle Cents 75.

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A little dusted on the skin and gently massaged in will speedily cure Prickly Heat, remove Sunburn and the offensive odour due to excessive perspiration.
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CURE FOR
PRICKLY HEAT AND SUNBURN.

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BATHING SUITS
NAVY "A.S.A." SWIMMING SUITS
$1.50 EACH
NAVY BATHING COSTUMES
WITH SKIRT ATTACHED
$2.00 EACH
LANE, CRAWFORD & Co.

THE MEDICAL HALL
Deutsche Apotheke. :: Pharmacie Internationale.

FOR DOGS.
DOG MANGE,
THE BEST LOTION FOR ALL KINDS OF SKIN DISEASES.
Bottles 80 Cents Each.

SOFT SOAP.
Our Own Preparation for
WASHING DOGS
THIS SOAP, CONTAINING 10% CARBOLIC ACID IS VERY EFFECTIVE IN KILLING ALL KINDS OF INSECTS AND PREVENTING OF INFECTIOUS DISEASES.
1 Lb. Tin, 60 Cents.

GUARD AGAINST PLAGUE.
The season is with us when the utmost care should be taken to avoid infection.
IZAL
IS THE IDEAL DISINFECTANT.
The cost is insignificant in comparison with the results. IZALISE the Home, the Office the Workshop.
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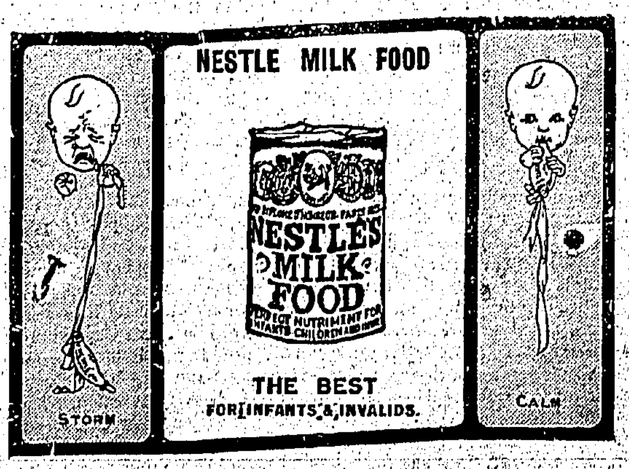


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# WATSON'S
CELEBRATED
# CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions

# WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

## A. S. WATSON & Co., Ltd.,

Hongkong Dispensary & Kowloon Dispensary.



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# The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 22, 1914.


## A LESSON TO TRADE UNIONISTS.

It is good to read that the great building strike which has persisted in London since the middle of January has at last been settled. It is calculated that the dispute has cost the Trade Unions involved no less a sum than £80,000 in strike-pay, while the distress it has caused among the families of the strikers has been most acute. The settlement, as in all such cases, is largely in the nature of a compromise, though on the whole the workers have come rather badly out of it, as they deserved to do, considering the high-handed attitude they adopted at the beginning of the trouble. Hunger and a possibility of the exhaustion of Union funds seem to have brought them to their senses, and it will doubtless be many a long day before they will again be found willing to risk their bread and butter at the dictation of rampant Trade Unionist leaders.

It will be remembered that the whole quarrel in this case arose because the men arrogated the right to ban non-Unionists from employment, and, in the enforcement of this resolve, to repudiate the terms of their own agreement at any moment. How far they have climbed down from such an untenable position is shown by the terms of the settlement, by which the men undertake to refer all questions in dispute to the Conciliation Board, to work peaceably by the side of non-Unionists, and to abandon the practice of boycotting or "black-listing" any member of the Master Builders' Federation. On the other hand, the employers have consented to waive their demand for a money guarantee for the observance of agreements from the workmen—a decision, in the circumstances, which appears prudent. For after a struggle which has proved so costly to the Unions, that guarantee of good behaviour is probably unnecessary: it will no longer pay the men to act otherwise than reasonably.

Some good has resulted from the dispute, inasmuch as the upshot should go far to check the truculent spirit which has of late been such a disturbing influence in the counsels of Trade Unionism. Trade Unionism up to a point, and in certain callings, is very necessary and beneficial. Men have as much a right to unite for their own protection as have masters. But the abuse of Trade Unionism—as in this case and others—must be stamped out. No Union must be permitted to exercise tyranny and intimidation. It is therefore satisfactory to think that in this instance the claim of men to deprive others of the right to earn a living has been heavily defeated. The policy of ignoring agreements has also been severely penalised, seeing that the Unions have spent so huge a sum and yet given in on the issue. A few such disputes as these, hampering though their effects may be on trade for the time, might do a world of good. For Unions, drained so heavily of funds, will assuredly think twice before again endeavouring to dictate to those who find them the means with which to subsist.

### Police "Searches" of Steamers.

Yesterday, we drew attention in this column to what was alleged to be neglect on the part of the police in regard to the boarding of vessels bound for the West River after leaving the wharves, although they had signified their intention of so doing. But the failure to board the vessels is not the only point worthy of remark. In the case of the steamer to which we referred, even when a visit was eventually made, it is said to have been of such a character as to be almost valueless. The vessel, we understand, was boarded by *one* policeman, who stayed on her for something like fifteen minutes. We had an opportunity of seeing the entries in our informant's diary relating to this visit, according to which the steamer was stopped by the police at 5.15 and resumed her voyage at full speed at 5.31. It would be impossible, in this short space of time, for one man to make a thorough search of a good-sized cargo junk—let alone a West River steamer; and, if the search is not thorough, it is worse than useless, the only purpose which it serves being to delay the boat.

**Wireless Confusion.**

There was an interesting cable from Shanghai in our columns last night which dealt with the accident to the Sambia. It will be remembered that this steamer grounded on Shadow Island, a hundred miles from Shanghai, on Monday, and got off with slight damage. But the matter might have been serious enough, if it is true that the vessel sent out wireless signals for four hours before she received a reply. Coming so soon after the Siberia affair, this news is far from reassuring. Newspapers in Shanghai point out the necessity of regulations to prevent confusion through war vessels constantly practising. It has first to be established, of course, that this had anything to do with the affair, though, as both incidents occurred in the same waters, there is probably something in the suggestion. If so, it should not be a terribly difficult matter for some arrangement to be come to which shall minimise the danger of confusion, and the risks attendant on it.

**The Bye-Election.**

The Liberal Labour split at North-East Derbyshire (wrongly referred to in two contemporaries as Chesterfield) has proved disastrous to the Coalition, inasmuch as the Unionist candidate has won on a split vote. The poll was an extremely heavy one, for out of 17,701 voters on the register, no fewer than 16,295 went to the poll. While the Unionists have a perfect right to be jubilant at having secured another gain, the fact cannot be lost sight of that the victory has been attained on a minority of votes: there were 6,469 votes cast in their candidate's favour, and 9,324 against. The anomalies of a system which makes such a result possible are too obvious to need emphasising. And the time must come, if the House of Commons is truly to reflect popular opinion, when this question will demand serious attention.

**Analysing the Figures.**

If we look a little closer into the figures we shall see that of the 2,367 additional votes polled on this occasion, as compared with the last election, Unionism claims 381 and the Liberal and Labour candidates 1,986. Previously, only a Labour nominee had been pitted against the Unionist in this constituency, and therefore it is impossible to apportion the respective shares of the Liberal and Labour candidates in the increase. It is evident, however, that the Coalition, so far as actual polling goes, have a better showing on the result than has the successful candidate. Therefore the description of the victory as "a message of hope to Ulster" appears a trifle far-fetched. The figures, if carefully analysed, do not warrant such a statement.

### Railway Official's Death.

The death has occurred of Mr. E. A. Cook, traffic manager of the F.M.S. railways. He was found at Kuala Lumpur on May 12, lying dead in a long chair in the compound of his house with a bullet wound in the temple. Mr. Cook had recently been suffering with insomnia and mental depression.

## DAY BY DAY.

ON FOGGY FRIDAYS
WHEN THINGS LOOK BLACK,
THE LUCK THAT HAS LEFT YOU
SHALL HURRY BACK,
WHEN YOU FEEL YOU MUST JUST
ACCEPT DEFEAT,
AND DROP IN THE DUST—
TRY THIS RECEIPT—
KEEP SMILING!

**The Weather.**

Lower level 8 a.m. Temp 80; dull.

At the Peak 8 a.m. Temp 71; heavy fog.

**The Mails.**

Siberian Mail.—Arrived per s.s. India to-day.

Canadian Mail.—Arrived per s.s. Empress of India to-day.

Siberian Mail.—Closed per s.s. Devanha at 11 a.m. to-day.

English Mail.—Closes per s.s. India at 11 a.m. to-morrow.

Siberian Mail.—Closes per s.s. Kaochow to-morrow at 5 p.m.

**C. B. S. Picnic.**

The Union Church Christian Endeavour Society are having a picnic at Clear Water Bay on Whit Monday.

**Clothing Stolen.**

A hawker living at Shanghai Street, Yaumati, has had clothing stolen from him to the value of sixteen dollars.

**Stolen Fan.**

A Chinese shopkeeper living at 37, Wellington Street has reported to the police that on Wednesday some person stole from her house an electric fan and vase valued at $50.

**Alleged Larceny of Opium Labels.**

Three men were remanded at the Police Court this morning on a charge of stealing 65,000 Government opium labels. Two of the men were employed at the Hongkong Printing Press.

**Leaving for Home.**

Mr. and Mrs. A. G. Hewlitt leave for Home by the s.s. India to-morrow. Mr. Hewlitt has for some years been attached to the Naval Yard as draughtsman, and has been transferred to Portsmouth.

**Latest Advertisements.**

Consignees' notice regarding the s.s. Namsang is issued.—Page 5.

Holiday trains are to leave at 9.15 a.m. for Fanling on the 25th inst, June 1 and 3.—Page 5.

**Too Steep.**

Through trying to take his ricksha down Aberdeen Street, which was much too steep for him, a ricksha coolie sustained injuries to the legs and hands which necessitated his removal to the Government Civil Hospital.

**Lecturer in Engineering.**

Among the passengers who arrived on the Devanha yesterday was Mr. E. A. Redmond, B Sc., who joins the staff of the Engineering Faculty of the University as Lecturer in Surveying and Civil Engineering. Mr. Redmond has been at work as an Engineer on the Indian Railways and is a graduate of the University of London.

**Posted to Singapore.**

Major A. F. Sargeaunt, Royal Engineers, has been posted to Singapore, and will leave for that station for duty early next trooping season. Major Sargeaunt was appointed to the Royal Engineers in 1890, was promoted to the rank of lieutenant in 1893, captain in 1901, and to his present rank in February, 1910. He took part in the South African War, including the operations in Cape Colony, 1900-02, for which he received the Queen's medal with one clasp, also the King's medal with two clasps.

**To Retire.**

On July 25 next Lieut.-Colonel J. S. Hobbs, Gloucestershire Regiment, will retire from the command of the 2nd Battalion, presently stationed at Tientsin, North China, under the four years' rule. Lieut.-Colonel Hobbs has been associated with the gallant "slashers" since October, 1891. He was promoted captain in 1891, whilst adjutant of his battalion, major in 1903, and lieut.-colonel commanding the old 61st Regiment on July 25, 1910. With the Gloucesters he served in St. Helena during the South African War, 1902 (Queen's medal). The next senior officer for promotion is Major B. O. Fyffe, of the same battalion.

## THE RECENT PIRACIES.

**Matter Raised in the House of Commons.**

In the House of Commons last month, Mr. Goulson Stewart asked whether the British mails, while being carried by the Norwegian steamer Childar, were looted when that steamer was recently pirated in South China; has any satisfaction been obtained from the Chinese Government whose subjects effected the piracy; and whether, in view of the unsettled condition of the West River and the Canton delta, the Admiralty can see their way to expedite as far as possible the construction of the two river gunboats foreshadowed in the Naval Estimates of 1911-12, 1912-13, 1913-14, but not so far proceeded with?

Mr. Churchill:—I am informed that nothing is known at the Admiralty or the Foreign Office of the pirating of the Childar beyond what has appeared in the Press. As regards the last part of the question, I have nothing to add to the reply I gave to the hon. member for North Birmingham on the first of the month.

**Not for the West River.**

Mr. Stewart:—Is the right hon. gentleman aware that last year a French steamer was pirated on the West River, and another steamer was also pirated?

Mr. Churchill:—The two river gunboats to which the second part of the question refers were not for the West River at all, but for the Yangtsze.

Mr. Stewart asked whether any compensation has been claimed from the Chinese Government for property lost by British officers on board the steamers Shui-on, pirated in 1911, on the Tai-on, pirated in 1913 in South China; and whether any compensation has been claimed for the dependents of the chief officer of the Shui-on who lost his life, and whose mother is in poor circumstances?

**The Shui on Case.**

Mr. Acland:—In the case of the Shui-on, His Majesty's Government claimed the following sums from the Chinese Government:—$299.77 for the damage to the vessel; £1,000 for injury to the health of the master, Captain Johnston; $166 for the funeral expenses of the chief officer, Mr. Nicholson. No claim was made on behalf of Mr. Nicholson's relatives, as the representatives of his family stated that no one had been directly dependent on him, and that he had not been in the habit of remitting any portion of his earnings to his relatives. No other claims were put forward by the officers of the Shui-on. In the case of the steamship Tai-on, the pirates had embarked as ordinary passengers in British territory, and the circumstances disclosed no ground upon which any claim against the Chinese Government could be founded.

**Any Advantage?**

Mr. Stewart:—If these Chinese pirates get it into their heads that British officers may be shot and mails looted with impunity, will it advantage us much in that part of the world?

Mr. Acland.—I hope they will not get it into their heads.

On April 30, Mr. Stewart asked the Secretary for Foreign Affairs whether he could supply any details as to the reported piracy and destination of the steamer Tai On; whether any British subjects lost their lives owing to the piracy; if so, how many; and whether the cargo, either in whole or in part, was British-owned, or of British manufacture.

Sir Edward Grey said he had no information at present beyond what had appeared in the Press. Cases of piracy were, unfortunately, frequent in those waters. He expected to receive a report shortly.

**Press Comment.**

The piracy of the Tai on for the second time in the waters adjacent to Hongkong within a comparatively short period tends to make her unfortunate record almost as unenviable as that of the notorious Spark says the *L. and C. Express*. The method is almost always the same. Peaceful passengers embark, and at a signal become pirates. On the present occasion the action of these worthies seems to have been more fiendish than usual, inasmuch as after the looting and murdering they set fire to the vessel, by which many lives were lost. For a time there is immunity from these dastardly outrages, but the calm is rudely shaken when a Greyhound case occurs, or a West River steamer is pirated, and it is only at times that bloodshed does not accompany the foul work.

**China Liners.**

Perhaps at no very distant date, Mr. Hales Turner's suggestion for porcelain liners may be regarded as much a matter of course as the steel ship is to-day. Mr. Turner has invented a process of manufacturing large porcelain sheets very cheaply, and the theoretical advantages of such a material for ship construction are great. It is cheaper than metal for the same purpose, cannot be fouled, will never need painting, and is fireproof.

## ASCENSION SERVICE.

**Bishop Lander on the Work of Teachers.**

Yesterday afternoon, following an "at home" at Bishop Lander's residence, a special service was held at St. John's Cathedral attended by most of the school teachers in the colony.

Preaching from Acts I. 9 "Looking steadfastly up to heaven," his Lordship reminded them that the East window in the Cathedral, which was presented in memory of Mr. Lapraik, was a representation of the Ascension. It was as well, he said, to have representations of the living Christ rather than of the dead. That thought was to be found in the New Testament where so much was said about the Ascension and in the Prayer Book where the festival was one of the chief of the church's year, ranking as high as those of Christmas, Whitsun and Easter.

**A Material Age.**

They, as churchmen, wished to revive the appreciation of the Ascension. The age was material and Anglo-Saxons had a tendency not fully to appreciate things spiritual; out in the East they found that the tendency was even more against spiritual ideals. Christ ascended as man, not as God, having glorified our humanity. His Ascension was His coronation as King and Head of a Church which was the only society on earth having a Head in heaven.

The Preacher then quoted from a speech by Bishop Diggle of Carlisle:—"The first age Christians had a glad rejoicing faith. It was not the faith which is compelled into being by the cold inferences of logic; but that which on the swift, warm wings of love shoots itself like lightning through the heavens into the very presence of the living Lord Himself. Their creeds were not tenets but facts; facts admitting of no more question than the relationship of the bride to the bridegroom, of members to the body or the branches to the vine, or of the experiences of life to life itself. For them religion signified personal morality and personal devotion to a personal, sympathising, interceding, all ordering Redeemer and Judge. Naturally, therefore, theirs was a living religion—a religion rejoicing in sorrow, striving against sin, unstrained by responsibility, exalted in purpose, quickened with the yearning for heavenly approbation, irradiated with hope and abounding with charity."

**Inspiration for Teachers.**

Addressing the teachers, of whom there were about sixty present, the preacher reminded them that their work was as responsible and difficult as it was honourable. Where they were employed in Christian schools, they were those to whom the articles of the creed were facts. That Christ lived, rose from the dead and ascended into heaven was as true to them as that two and two made four and he exhorted them to hold to their faith in the fundamental truths of their religion and to confess them in their lives, before their scholars. A living faith in the incarnation and Ascension of Christ would be the best inspiration of their lives and give them lofty ideals, teaching them to look up for encouragement as did St Stephen when all around was death and discouragement.

## SUDDEN DEATH OF ADMIRAL STOKES.

**Former Commodore at Hongkong**

Vice-Admiral Robert Henry Simpson Stokes, who only on Tuesday last succeeded Vice-Admiral Sir Charles Coke, as Senior Officer on the Coast of Ireland, died suddenly yesterday at Queenstown, in his 57th year, says the *Times* of April 25. He appeared to be in good health when he took over the Irish naval command, but was taken ill yesterday morning and died shortly before 5 o'clock in the evening. Death is attributed to acute pneumonia with complications.

The elder son of the late Sir Robert H. Stokes, C.B., of Dunultonmore, and his wife, Marjorie Augusta, daughter of the late Mr. John Simpson, of Ontario, Canada, Admiral Stokes entered the Navy in 1869 and attained flag rank in 1908. He was promoted to vice-admiral last year. As lieutenant of H. M. S. Euphrates, he saw active service during the Egyptian War, 1882, and received the medal and the Khedive's Bronze Star. While commander of H. M. S. Royal Arthur, flagship of Rear-Admiral H. F. Stephenson, C.B., Commander-in-Chief Pacific Station, and previous to the occupation of Corinto, Nicaragua, by the British naval forces, he was deputed to proceed to Managua, the capital of Nicaragua, and deliver to the Government of that Republic dispatches from Lord Kimberley, Secretary of Foreign Affairs. For this service he received the approval of the Admiralty; from March, 1907, to August, 1908, he was commodore at Hongkong, and in 1910 was appointed Superintendent at Devonport Dockyard, a post which he held until the end of last year.

Admiral Stokes married in 1882 Maude, only daughter of Mr. I. Simpson of Kingstown, Canada.

Much sympathy is expressed at Queenstown for the widow and for Admiral Stokes' mother, who is staying at Admiralty House.

Our Plymouth correspondent telegraphs that the news of the death of Vice-Admiral Stokes has been received with very great regret in Service circles at Devonport. He was a popular officer and his relations with all ranks were marked by the utmost good will and cordiality. His period of service as Admiral Superintendent was extended for two months beyond the usual term of three years, in order that he might supervise the launch of the last of the battleships, the Warspite, built at Devonport under his supervision, and when he left it was with expressions of goodwill from everyone with whom he had been associated.

## A DISHONOURED CHEQUE.

**The City Printing Company Sued for Wages.**

In the Summary Court this morning, the City Printing Company failed to answer when sued before Mr. Justice Hazeland by Tsang Tsoi-som for the sum of $120, four months' wages.

Mr. C.A.S. Russ, of Messrs. Goldring and Russ, appeared for the plaintiff and asked to be allowed to prove the debt.

His Lordship consented.

Plaintiff said he was employed by the City Printing Company as a clerk at a salary of $30 per month. There was $120 owing to him by the defendants. He got a cheque from Mr. Ellis of the Company, for $120, but it was dishonoured.

Judgment was given for the plaintiff with costs.

## TWO CLAIMS.

In the Summary Court, this *morning*, before Mr. Justice Hazeland, the case of Muller, Justi and Hoob v. Clara Blanche, in which the former claim $50 for professional services rendered to defendant, was fixed for hearing on Thursday next.

Mr. C. F. Mason, of Messrs. D'Almada and Mason, appeared for the plaintiff and Mr. Davidson, of Messrs. Hastings and Hastings appeared for the defendant.

The Robinson Piano Company, Ltd. sued Clara Blanche for $149.50 in the same Court, this morning. The case was adjourned for a week.

## CHILDAR PIRACY.

### Son's Determined Accusation Against His Mother.

At the Police Court, this morning, before Mr. Wood, the nine Chinese (one a woman) charged with being concerned in the Childar piracy, were again brought up for the purpose of extradition.

Mr. P. M. Hodgson (Crown Solicitor) is making the application for the extradition of the prisoners to Canton under a requisition made by the Tutuh to His Excellency the Governor of Hongkong.

When the hearing was resumed this morning, Detective Sergeant Brown gave further evidence and said the second defendant claimed the blanket which was produced.

Yeung Yin-luk, Chinese extradition officer, identified the seals on the requisition documents as those of the tutuh.

A Chinese boy aged ten who spoke either Punti or Hakka said his mother was the woman in the dock.

Mr. Hodgson: The woman in the dock is not your real mother, she is your adopted mother?—Well I can't say whether she is my real mother or my adopted mother (laughter.)

Did this woman buy you when you were five years of age?—Yes.

You formerly lived at 214, Reclamation Street?—I went to live there when I was five.

Were you living there last March:—Yes.

When you lived there you lived with your mother:—Yes.

Who came to your house?—One, two, three, four, five, eight, and nine (pointing to the prisoners in the dock); number six did not go.

Were there is fact, other men as well, not in Court to-day?—Yes.

How many?—A good many.

How long did they live there?—A long time.

How many days?—First, they came from Canton, lived there a few days, went away in the country and came back again.

When was the last time the first defendant left?—I can't say.

Was he there last March?—No; he was not there after last March.

Was No. 2 there at the same time?—He was there the same length of time. No. 3 same. No. 4 did not live there long; he did not come back this year.

When was No. 5 there?—Same as No. 4. He did not come back this year.

When was No. 8 there?—A long time.

When?—He came last year. He was there the day of his arrest. No. 9 was there.

Did you see Nos. 8 and 9 there this year?—Yes, I saw them.

Did you ever see them with Nos. 1, 2 and 3?—Sometimes they were together.

His Worship: Who went to Macao?—From one to five.

Mr. Hodgson: Did your mother go to Macao?—Yes.

Did you go with her?—When those people were in Macao they wrote to us asking us to go to Macao.

His Worship: How long ago?—A long time ago.

Mr. Hodgson: Was that after one, two and three left 214, Reclamation Street?—Yes.

Did you see them at Reclamation Street after that?—No.

Who wrote?—No. 3.

How do you know?—He sent a letter and I, on examining it, saw his name there.

Where did you go in Macao?—To a ricksha house.

Anyone meet you at the steamer?—A friend of No. 3.

His Worship: What was his name?—I don't know his name.

How do you know he was a friend of No. 3?—Because when he took me to the house I heard them talking. No. 3 handed money to his friend who went to the market to buy stuff.

Mr. Hodgson: Where did he get the money from?—The money my mother took over from Yaumati.

How do you know she brought money?—Because they asked for it.

Where is the letter?—I do not know where it is kept now.

Did you read the letter?—Chan Koi read the letter. Chan Koi read out that his mother had to bring money over. He saw No. 3 in the ricksha house in Macao.

Who else was living at this ricksha house?—No. 3 only.

Who did No. 3 give the money to?—I don't know.

When did you come back from Macao?—Next morning with my mother.

Where did you go to live?—The same place, 214 Reclamation Street.

Did you remain there or did you move somewhere else?—We remained there until a second trip to Macao and when we came back we removed.

Who did you go with on the second trip to Macao?—My mother.

Anyone else go with you?—No.

Where did you go to on this trip?—To a cotton shop.

Where?—On the praya.

His Worship:—Do you know the name?—Sun Yung-yick.

Mr. Hodgson:—Who did you see there?—One to five (pointing to prisoners).

Mr. Hodgson:—Those are the five who were arrested there.

What did you hear?—When my mother got there she told them generally that police were coming to arrest them all and to get ready and ship away.

When did you come back?—Next morning.

Where did you go to live when you came back?—Kun Chung (Austin Road).

Did you go to Macao again?—No.

Not with your mother; with anybody else?—No.

Have you even been to Macao with this man (Sergeant Brown)?—Yes. (laughter).

Was that after your trip with your mother?—Yes, some police came to arrest us. We were taken to the police station and the next day I was taken to Macao by the Sergeant.

Where did you go to then?—Lived in a board-house (laughter).

Where else did you go?—The sergeant took me out for a walk in the streets.

Anywhere else?—No.

Next day did you go anywhere?—Yes.

Where?—To live in another boarding house (loud laughter).

Did you go to see anybody?—Who, (laughter).

That's what I would like to know (laughter). Tell me all the Sergeant did in Macao (laughter)?—He asked me where those people lived, I took him to the place.

Who did you see there?—One to five.

Where else did you go?—To another place; I don't know the address.

Who did you see there?—Ah Mok whom I don't know,

Number six?—Yes.

Why did you take the Sergeant to this other house?—Because he asked me.

Had you been there before?—Yes with my mother.

On the first or second visit to Macao?—The first time, Ah Mok was there.

How often have you seen No. 8 in Hongkong?—A good many times.

Number Eight?—He lived with No. 9 in Temple Street.

Did you ever see Nos. 8 and 9 in Macao?—No.

First defendant said he did not know the seventh defendant or the boy.

The others denied knowing the boy.

The woman said the boy was her "husband's youngest brother's wife's son" (loud laughter).

Mr. Hodgson: I think your Worship might take that down?

His Worship: Of what use is it?

Mr. Hodgson: It might save me a good deal of trouble in establishing that she is not the mother.

The eighth defendant said that a man who rented a cubicle from the seventh defendant engaged him to look after his eyes (laughter).

Inspector Gerrard said he arrested the first six defendants about 6 p.m. on May 2, on board the s.s. Taishan on the Macao steamboat wharf.

Chau Koi was then put into the box and gave evidence for the Crown.

The witness was previously arrested as one of the gang, but was set free. He said he called at the female prisoner's house in Austin Road. He remembered going to Macao with Sergeant Brown. At the cotton shop he saw the first five prisoners. He went to another place and there he said No 6.

First prisoner said he did not know the witness. It appeared witness had a grudge against him. He (prisoner) was an officer under the Ching dynasty and the witness used to smuggle salt into China. Being a military officer he (prisoner) knew that that with which he was now charged was illegal.

In answer to his Worship witness denied that he smuggled salt into China. He did not know the first prisoner to be an official.

The female prisoner said the witness was telling lies when he said she complained of not getting her share of the proceeds of the piracy.

Witness said he had been employed in his father-in-law's business at Shaukiwan, where he was at present employed. He was arrested and detained about ten days.

Lui Pui-luk, employed by the Cantonese Government, said he remembered the Childar sailing on March 15. He was on board the Childar. He went on board the Childar because he was sent on board by the Commander-in-Chief. He was sent down to Hongkong in October last.

Mr. Hodgson said the police knew he was here.

Witness said when he went on board the Childar he did not know it was going to be pirated. He went on board to see who were going to give trouble to China. The Childar was pirated at six o'clock in the evening. They left the Harbour about 11.30 a.m. He could recognise the pirates, there were more than a hundred persons on board. Of the prisoners the first and second were on board. There might have been some of the others on board, but he could not swear to them. The ship was pirated outside Ping-hoi near Sam Kok mun. After the piracy the pirates went ashore; witness also went ashore in another sampan. None of the passengers went ashore. He did not see No. 3 on board. He did not see him on shore, but next morning he saw a man who looked like him from a distance, walking quickly and carrying an umbrella. He saw him afterwards at Macao and he there recognised him. The third prisoner was a descendant of the same ancestors as witness. He saw the first and second prisoners on the Childar each carrying six chambered revolvers. He saw the piratical attack. He was on the third class passengers' deck first of all and he heard a noise. Then people rushed at the passengers and snatched things from them. He saw the first and second prisoners snatch something from a passenger. He recognised a blanket in Court as being taken from the Childar.

The case was adjourned.

## SPECIAL CABLES.

*(From Our Own Correspondent).*

### INTERPORT SHOOTING.

SHANGHAI DO BETTER THAN HONGKONG.

Shanghai, Received May 22.

In the Interport Shooting Competition the Shanghai team made a score of 942.

[Hongkong's score was 927. Singapore and Penang have yet to shoot off.]

## CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph"]

### C. P. R. AND BRITISH FLAG.

[To the Editor of the *Hongkong Telegraph*.]

Sir,—I was watching the *Empress of India* approaching the harbour at nine o'clock this morning. After having studiously ignored His Majesty's ships, she dipped her flag with great deliberation to an American gunboat (which I was delighted to see took no notice.) Has this become a Yankee line? Or is this a method of toadying for Manilan cargo? But even American vessels entering a British port, invariably have the courtesy to salute the White Ensign.

Yours etc.
LANDSMAN

Hongkong May 22, 1914.

[We have no news of any such transfer as our correspondent suggests. Did he not see what the flag was which was dipped?—Ed. *H. K. Telegraph*]

## LEAGUE TENNIS.

### Civil Service v. Y.M.C.A.

The following will represent the Civil Service on Saturday, at 4 30 p.m. on their ground:—J. R. Wood and R. E. Lindsell; F. A. Biden, and J. D. Wright; A. E. W. Salt, and R. C. Barlow.

The following is the team selected by the Y.M.C.A. Tennis Club to meet the Civil Service in the Lawn Tennis League:—Messrs. C. C. Hickling, O. A. Hansen, J. L. McPherson, A. S. Kempthorne and A. J. Carter, with Messrs. T. Fuller and T. G. Thompson, reserves.

## BILLIARDS.

### The Garrison Challenge Cup.

As a result of yesterday evening's play in the competition for the Garrison Challenge Cup presented for billiards by the Hongkong Volunteers the D.C.L.I. "B" team had their lead reduced 102 points, though they again secured the honours of the play.

The score is as follows:—

D.C.L.I. "B"

| | | |
|---|---|---|
| Pte. Shipp | ... | ...200 |
| Pte. Brown | ... | ...200 |
| Pte. Duffield | ... | ...200 |
| Pte. Walker | ... | ...200 |
| Lce-Cpl. Williams | ... | ...200 |
| Lce-Cpl. New | ... | ...113 |
| Total | ... | ...1,113 |

Staff and Departments:

| | | |
|---|---|---|
| Pte. Bartholomew | ... | ...180 |
| Pte. Davies | ... | ...103 |
| S. Sergt. Coy | ... | ...155 |
| Pte. Dickson | ... | ...189 |
| Cond. Chamberlain | ... | ...185 |
| S. Sgt. Foster | ... | ...200 |
| Total | ... | ...1,011 |

## THE VIRTUES OF "KAPOK."

Sir Ernest Shackleton will have the lightest sleeping bag in existence for his next expedition; it is to be made of kapok—the fibrous, silky material obtained from the seedpods of a tree growing largely in Java. Kapok is six times as light as cotton, and is so oily that it is quite waterproof.

A new machine has been invented with which it is intended to "card" the kapok fibre; attempts to prepare it in this way, so that it can be used for coat linings, bed quilts, and so on, have been made for the past 20 years, without success. The new machines will shortly be installed in London.

A mattress stuffed with kapok was recently tested in the water, and though only weighing 10lb., it supported a man weighing 203lb. lying on it. Many experiments with kapok are being made at the present time by the United States Navy Department, who are already employing it on a small scale.

Kapok is also the material from which the Boddy life jackets are being constructed.

It is claimed that these jackets will to a certain extent replace the present lifebelts. Large numbers have already been supplied to several of the leading shipping lines.

Hitherto, though, there has been a suggestion that the material might not be favoured in the United States, on the strength of the contention that it was inflammable. This objection is now being met by covering the substance with non-inflammable material.

## To-day's Advertisements

KOWLOON CANTON RAILWAY
(British Section).

NOTICE

PUBLIC HOLIDAYS.

NOTICE is hereby given that Additional Trains will leave Kowloon for Sheung Shui (Fanling Golf Links) at 8.45 a.m. calling at Taipo at 9.15 a.m. and arriving at Sheung Shui at 9.27 a.m. on Monday May 25th, Monday June 1st and Wednesday June 3rd, 1914.

By Order,
ROBERT BAKER,
Acting Manager.

Kowloon, 20th May, 1914.

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG & SINGAPORE.

THE Company's Steamship "NAMSANG," having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 23rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 22nd May, 1914. [573


## DAIRY FARM NEWS.

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WE HAVE RECEIVED A
NEW SHIPMENT OF

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Absolutely the best table butter in the Colony.

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SLEEPING SUITS
SHORT SLEEVES. KNEE LENGTH
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& CO., LTD.
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LARGE SELECTION OF
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ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.
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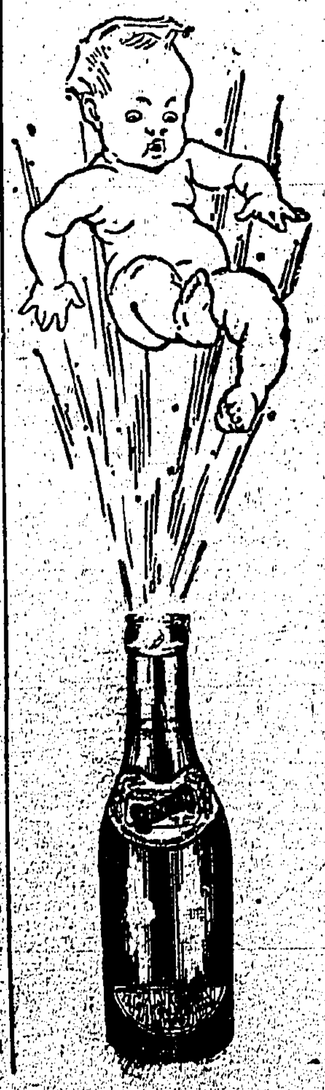

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GIVE THE CHILDREN
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## STEAMSHIP LINE.

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| Empress of India | 28th May. | — | — |
| Empress of Asia | 10th June. | — | — |
| Empress of Japan | 25th June. | — | — |

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are now quadruple screw, 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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Corner of Pedder Street and Praya, opposite Blake Pier.

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**S.S. "Japan,"** 6,913 tons, Capt. Seddon, will be despatched for YOKOHAMA, KOBE & MOJI on 23rd May.

WESTWARD.

**S.S. "Dilwara,"** 5,378 tons, Capt. Ramage, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA, on 22nd May.

**S.S. "C. Apcar,"** 4,600 tons, Capt. Drake, will be despatched as above on 30th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

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Agents.

Hongkong, May. 20, 1914.

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**Marseilles, Havre, Emden, Bremen and Hamburg and New York.**

And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Table Cargo at Through rates to all European North Continental and British Ports, also Tetuan, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

**Next Sailings from Hongkong:**

| FOR | STEAMSHIP | TO SAIL |
|---|---|---|
| Shanghai, Kobe and Yokohama | Segovia | 28th May |
| " " " | Preussen | 8th June |
| " " " | Silesia | 18th June |
| " " " | C. Ferd. Laeisz | 3rd July |
| " " " | Senegambia | 17th July |
| " " " | Scandia | 27th July |
| " " " | Alesia | 14th Aug. |
| V'toria, V'ver, S'tle & P'land (Or.) | Saxonia | 10th June |
| " " " | Andalusia | 4th Aug. |
| " " " | Sithonia | 9th Sept. |
| M'les, R'dam, H'burg, A'werp | Brisgavia | 26th May. |
| M'les, H're, B'men & H'burg | Altmark | 28th May. |
| M'les, R'dam, Hamburg & A'werp | Brasilia | 3rd June. |
| Havre & Hamburg | Furst Bulow | 5th June. |
| Havre, R'dam, Hamburg & A'werp | Wuerttemberg | 19th June. |
| Marseilles & Hamburg | Sudmark | 26th June. |
| M'les, Havre, Emden & H'burg | Segovia | 4th July. |
| R'dam, H'burg & A'werp | Goldenfels | 13th July. |
| Havre, Bremen & Hamburg | Preussen | 16th July. |
| R'dam, Hamburg & Antwerp | Emden | 23rd July. |
| Havre, Emden & Hamburg | Silesia | 29th July. |

For Further Particulars, apply to—
**Hamburg-Amerika Linie,**
Hongkong Office.

## Shipping

# NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

| Destination. | Steamers. | | Sailing Date |
|---|---|---|---|
| MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said..... | Atsuta Maru Capt. Trizawa | T. 16,000 | WEDNES., 3rd June, at 10 a.m. |
| VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Yokkaichi, and Yokohama ..... | Sado Maru Capt. Asakawa | T. 12,500 | TUESDAY, 2nd June, at 4 p.m. |
| SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane ..... | Kumano Maru Capt. K. Soneda | T. 9,300 | WED., 3rd June, at noon. |
| CALCUTTA via S'pore, Penang & Rangoon ..... | | | |
| BOMBAY via Singapore and Colombo. | Bombay Maru Capt. | T. 5,000 | SUNDAY, 26th May. |
| KOBE & Yokohama | Kitano Maru Capt. | T. 16,000 | WED., 3rd June, at 11 a.m. |
| NAGASAKI, Kobe & Yokohama ... | Tango Maru Capt. T. Sekine | T. 13,500 | TUESDAY, 2nd June, at 5 p.m. |
| KOBE & Yokkaichi | | | |
| KOBE & Yokohama ‡ Cargo only. | Kanagawa Maru Capt. Tozawa | T. 12,500 § | FRIDAY, 22nd May. |

§ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.
Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

| | YOKOHAMA Return. | KOBE Return. | MOJI Return. | NAGASAKI Return. |
|---|---|---|---|---|
| 1st class..... | $135 | $122 | $108 | $95 |
| 2nd class..... | $ 81 | $ 75 | $ 65 | $57 |

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

# CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers. | To Sail. |
|---|---|---|
| SHANGHAI & TSINGTAU... | Kanchow | .....23rd May at m'night |
| S'TOW, W'WEI, C'FOO, T'TSIN | Huichow | .....24th May at d'light |
| MANILA, CEBU & ILOILO... | Chinhua | .....26th May at 4 p.m |
| SHANGHAI..... | Shaohsing | .....26th May at 4 p.m. |
| HOIHOW & HAIPHONG ... | Kaifong | .....27th May at 10 a.m. |
| SHANGHAI..... | Anhui | .....28th May at 4 p.m. |
| MANILA, CEBU & ILOILO... | Taming | .....2nd June at 4 p.m. |

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

☞**MANILA LINE.**—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞**SHANGHAI & TSINGTAU LINE.**—The Twin Screw steamers "Anhui" "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

**Reduced Fares:—Single $45: Return 175.**

For Freight or Passages apply to

**BUTTERFIELD & SWIRE.**
Agents

Telephone No. 36
Hongkong 22nd May, 1914.

# RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

**Outward Bound.**

(Vladivostok via Nagasaki.)

The S.S. **Koursk** 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 28th day of May.

**Homeward Bound.**

(Odessa via Ports of call.)

The S.S. **Mogilev** 6,200 R.T., Commander Kahiani, is expected to arrive here on or about the 6th day of June.

The S.S. **Koursk** 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July.

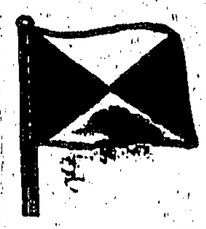
For Freight, Passage and further particulars, apply to

**Capt. LUKHMANOFF,** Agent,
Hotel Mansions, 3rd Floor.
Tel. No. 1174.

Hongkong, May 14, 1914.

## Shipping

# HONGKONG PHILIPPINES.



## PHILIPPINES STEAMSHIP CO.

| Steamship. | T. | Captains. | For | Sailing date. |
|---|---|---|---|---|
| Zafiro | 4000 | F. S. McMurray | Manila, Mangarin, Cebu and Iloilo. | FRI., 22nd May, 4 p.m. |
| Rubi | 4000 | J. Miller | Manila, Mangarin, Cebu and Iloilo. | MON., 1st June, 4 p.m. |

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to
**SHEWAN TOMES & CO.**
GENERAL MANAGERS

Hongkong, 14th May. 1914.

# JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
**JAVA, CHINA and JAPAN.**

| Steamer | From | Expected to or about | For | Will leave on or about |
|---|---|---|---|---|
| Tjimahi | JAVA | ...2nd half May | JAPAN | ...2nd half May |
| Tjibodas | JAVA | ...2nd half May | JAVA | ...1st half June |
| Tjikini | JAPAN | ...1st half June | JAVA | ...1st half June |
| Tjimanoek | JAVA | ...1st half June | S'HAI | ...1st half June |
| Tjipanas | S'HAI | ...1st half June | JAVA | ...1st half June |
| Tjilatjap | JAVA | ...1st half June | JAPAN | ...1st half June |
| Tjiliwong | JAVA | ...1st half July | JAPAN | ...1st half July |
| Tjitaroem | JAVA | ...2nd half July | S'HAI | ...2nd half July |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
**JAVA-CHINA-JAPAN LIJN.**
Telephone No. 1574 York Building. 115

# TOYO KISEN KAISHA

**SAN FRANCISCO LINE**

**VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.**

Sailings from Hongkong—Subject to change without notice.

| Steamer. | Displacement Tons & Speed | Leave Hongkong. | |
|---|---|---|---|
| Tenyo Maru | 22,000 - 21 knots | Tues., | 16th June. |
| Nippon Maru* | 11,000 - 18 knots | Tues., | 23rd " |
| Shinyo Maru | 22,000 - 21 knots | Tues., | 14th July. |
| Chiyo Maru | 22,000 - 21 knots | Thurs., | 30th July. |

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months:) £120.
First Class to New York.....£60. " " £96.10.
" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to **NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.**

**ROUND THE WORLD** Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

**SOUTH AMERICAN LINE.**

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.
Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.
For Full Particulars as to Passage & Freight, apply to
**S. MORIMOTO,** Agent.
Telephone No. 291 KING'S BUILDINGS.

# THE EASTERN & AUSTRALIAN STEAMERS CO., LIMITED.

**MAIL SERVICE TO AUSTRALIA VIA MANILA.**

| Steamers. | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|---|---|---|
| Empire..... | 2nd May. | 29 h May, 10 a.m. |
| St. Albans..... | 23rd May. | 19th June, " |
| Eastern..... | 13th June. | 10th July, " |

The above Steamers are fitted with Refrigerating Machinery, ensuring a Plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
Siddall, Livingston & Co.
Agents

# DOUGLAS STEAMSHIP CO., LD.

**Hongkong-South China Coast Ports.**

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.
(Occupying 9 to 10 days.)

| Steamships. | Captain | Leaving. |
|---|---|---|
| Halyang..... | A. E. Hodgins... | FRIDAY, 22nd May at 11 a.m. |
| Haiching..... | W. C. Passmore. | TUESDAY, 26th May at 11 a.m. |
| Haitan..... | A. H. Stewart ... | FRIDAY, 29th May at 11 a.m |

FOR SWATOW.

| | | |
|---|---|---|
| Haimun..... | J. W. Evans ... | SUNDAY, 24th May at 10 a.m. |
| Haimun..... | J. W. Evans ... | WED., 27th May at 11 a.m. |

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to
**Douglas Lapraik & Co.**
General Manager.

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## LOG BOOK.

**Chinese Shipping Development.**

According to the report by the Acting British Consul at Dairen, the activity of Chinese trade after the revolution and the large increase in the trade of Japan during the last two years, combined with other causes, have exercised a favourable influence on marine transport, and last year was a profitable one for shipowners. In the anticipation of continuance of prosperity various extensions and additions have been undertaken. They include the formation of two small shipping companies to carry on the coasting trade between Dairen and Chinese and Japanese ports. A new service—said to be subsidized by the Korean Government—between Chemulpo, Chinnampo, Dairen, Chefoo, and Tientsin is proposed by the Chosen Yusen Kaisha. An extension to Antung of the service between Dairen and Takushan, calling at Chefoo, Pitzuwo, and Tachwangho, is contemplated by the Shiki Gumi. Another vessel is to be added by the Tanaka Shokwai to the service between Chefoo and Vladivostok, which has shown great prosperity. Other additions and extensions are in course of being made by the Osaka Shosen Kaisha, the South Manchurian Railway, the Dairen Kisen Kaisha, and the Nippon Yusen Kaisha.

**China Coast Gazette.**

Mr. H. Cunningham, from leave, has gone third engineer, Wosang.

Mr. T. Macfarlane, third engineer, Wosang, has resigned.

Mr. J. Campbell, awaiting orders, has gone third engineer, Kiangwo.

Mr. C. Campbell, acting master, Kiangwo, has gone chief officer, same ship.

Mr. J. S. Masson, acting chief officer, Kiangwo, has gone second officer, same ship.

Mr. W. R. Williams, second officer, Kiangwo, is awaiting orders.

Mr. G. Brown, from leave, has gone chief engineer Hsinyu.

Mr. J. Ritchie, acting chief engineer, Hsinyu, has gone second engineer, same ship.

Mr. D. Sharer, acting second engineer, Hsinyu, has gone third engineer, same ship.

Mr. E. Timbrel, acting third engineer Hsinyu, has gone third engineer, Hsin Kong.

Mr. W. H. Saunders, third engineer. Hsin Kong, has resigned.

Mr. L. Grohe, chief officer, Toonan, has resigned.

Mr. W. J. Collam, second officer, Chiyuen, has gone chief officer, Toonan.

Mr. A. R. C. Newburgh, second officer, Irene, has gone second officer, Chiyuen.

Mr. Hansen, third officer, Kiangwah has gone second officer, Irene.

Mr. R. Matthews, third engineer, Toonan, has resigned.

Mr. W. Vallance has been appointed third engineer, Toonan.

Mr. T. O'Connor has been appointed third officer, Kangwah.

Mr. C. F. Vincent, from leave, has been transferred to Hongkong.

Mr. D. Kerr, chief engineer, Kanchow, has gone supernumerary, Hsin Peking.

Mr. J. Williams, supernumerary, Hsin Peking, has gone chief engineer, Kanchow.

Mr. D. Bine, third engineer, Yingchow, has gone third engineer, Kiukiang.

Mr. J. Cumming, third engineer, Kiukiang, has gone third engineer, Yingchow.

Mr. J. Cameron, chief engineer, Tamsui, has gone chief engineer, Shengking.

Mr. T. Simpson, chief engineer, Shengking, has gone chief engineer, Tamsui.

Captain F. Robertson, of the Kiukiang, is on leave.

Mr. E. B. Jones, from reserve, has gone acting master, Kiukiang.

Captain Waggott, of the Kwangping is on leave.

Mr. A. Ando son, chief officer, Kaiping, has gone master, Kwangping.

Mr. A. Stephen, second officer, Kaiping, has gone chief officer, same ship.

Mr. J. Jamieson has been appointed second officer, Kaiping.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c.
ALEXANDRA CAFE.

## Shipping

# INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

| For | Steamship | | On |
|---|---|---|---|
| MANILA | Loongsang* | Sat., | 23rd May at 2 p.m. |
| T'TSIN via S'tow, W'wei | Cheongshing* | Sun., | 24th May at d'light |
| S'HAI, Kobe & Moji | Namsang† | Sun., | 24th May at d'light |
| SHANGHAI & Hankow | Waishing† | Sun., | 24th May at d'light |
| SHANGHAI & Tsingtau | Kwongsang† | Tues., | 26th May at d'light |
| S'PORE, P'ang & C'cutta | Laisang* | Tues., | 2 th May at 2 p.m. |
| KOBE & Moji | Yatshing* | Wed., | 27th May at d'light |
| SHANGHAI | Esang† | Fri., | 29th May at d'light |
| MANILA | Yuensang* | Sat., | 30th May at 2 p.m. |

Return Tours to Japan.

The steamers "Ku'sang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang" "Kumsang" "Lovat" "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dairy, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

# THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice

"Shire" Line Service.—Homeward.

| For | Steamers. | Date of Sailing |
|---|---|---|
| LONDON, ROTTERDAM & ANTWERP | | |
| LONDON & ANTWERP | Denbighshire | 16th June. |
| LONDON & ANTWERP | Radnorshire | 26th June. |

Trans-Pacific "Shire" & "Glen" Joint Service

| | | |
|---|---|---|
| V'TORIA, V'VER, S'TLE, TACOMA & P'LAND | Carnarvonshire | 28th May. |
| V'TORIA, V'VER, S'TLE, TACOMA & P'LAND | Monmouthshire | 29th June. |

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

# BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

# THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

## TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS. CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Class s of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

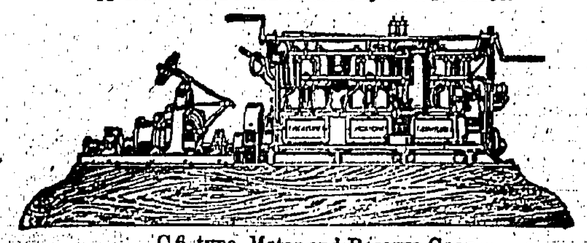
50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7 1/2 150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

*BUTTERFIELD & SWIRE.*

HONGKONG, CHINA AND JAPAN, AGENTS,
Telegraphic Address:—"TAIKOODOCK."
TELEPHONE No. 221.


# VESSELS LOADING.

## EUROPEAN PORTS.

| Destination. | Vessel's Name. | For Freight Apply To | To be Despatched. |
|---|---|---|---|
| London, via Usual Ports of Call | India | P. & O. | 23, May |
| M'les, R'dam, H'burg & A'werp | Brisgavia | H. A. L. | 26 May |
| London, Hull and Antwerp | Glentarret | H. T. Co. | 26, May |
| N'les, G'oa, A'rs, Lisbon S'ton, &c | Lutzow | M. & Co. | 27, May |
| M'les, Havre, Bremen & H'burg | Altmark | H. A. L | 28, May |
| M'seilles via S'goa, S'pore, C'bo, Port Said | Magellan | M. M. Co. | 2, June |
| M'les, L'don A'werp via S'pore etc | Atsuta M. | N. Y. K. | 3, June |
| Rotterdam, Hamburg & A'werp | Brasilia | H. A. L. | 4, June |
| Havre & Hamburg | Furst Bulow | H. A. L. | 5, June |
| T'ste, Fiume V'ce, via S'pore etc | Nippon | J. W. Co. | 5, June |
| London & A'werp via S'pore etc. | No ara | P. & O. | 10, June |
| London & Antwerp etc. | Den'shire | J. M. Co. | 16, June |
| R'dam, Hamburg & Antwerp | Wuert'burg | H. A. L. | 19, June |
| Marseilles & Hamburg | Sudmark | H. A. L. | 23, June |
| Marseilles, Rotterdam etc. | Altair | M. Co. | B. July |
| Havre, Emden & Hamburg | Segovia | H. A. L. | 4, July |
| R'dam, Hamburg & Antwerp | Goldenfels | H. A. L. | 13, July |
| Havre, Bremen & Hamburg | Preussen | H. A. L. | 16, July |

## NEW YORK, SAN FRANCISCO AND CANADA.

| | | | |
|---|---|---|---|
| Boston & New York | Kioto | B. L. | 25, May |
| San F'co via Manila & Japan &c. | China | C. P. R. | 27, May |
| V'toria, B.C., & T'ma via S'hai &c. | Panama M. | O. S. K. | 27, May |
| Victoria, V'ver, S'tle & P'land | C'shire | J. M. Co. | 28, May |
| Vancouver, &c. | E of India | C. P. R. | 28, May |
| V'toria, V'ver, S'tle, T. & P. | Car'shire | J. M Co. | 28, May |
| V'toria, B.C. S'tle via Shanghai &c. | Sado M. | N. Y. K. | 2, June |
| New York via Ports & Suez Canal | Indrani | S. T. Co. | 5, June |
| San F'cisco via S'hai & Japan &c. | Manchuria | P. M. Co. | 6, June |
| V'toria, B.C., T'ma via Japan &c. | Seattle M. | O. S. K. | 11, June |
| San F'cisco v'a S'hai & Japan &c. | Tenyo M. | T. K. K. | 16, June |
| V'toria, V'ver, S'tle & P'land (Or.) | Saxonia | H. A. L. | 10, June |
| Victoria, V'ver, S'tle & P. (Or.) | Andalusia | H. A. L. | 31, July |
| Vancouver via S'hai, Japan etc., | Monteagle | C. P. R. | 1, July |
| V'toria, V'ver, S'tle & P. (Or.). | Belgravia | H. A. L. | 8, Sept. |

## AUSTRALIA.

| | | | |
|---|---|---|---|
| Fremantle | Suisang | J. M. Co. | 28, May |
| Australia | Empire | G. L. Co. | 29, May |
| Australian Ports via Manila | Kumano M. | N. Y. K. | 3, June |
| Australian Ports via Manila | Changsha | B. & S. | 3, June |
| Australian Ports via Manila | Cob'enz | M. & Co. | 13, June |
| Australia | St Albans | G. L. Co. | 19, June |
| Australia | Eastern | G. L. Co. | 10, July |

## SINGAPORE, COAST PORTS AND JAPAN.

| | | | |
|---|---|---|---|
| Singapore, Penang and Calcutta | Laisang | J. M. Co. | 23, May |
| Tamsui via Swatow and Amoy | Daijin Maru | O. S. K. | 24, May |
| Shanghai | Waishing | J. M. Co. | 24, May |
| Shanghai & Hankow | Waishing | J. M. Co. | 24, May |
| Shanghai, Kobe and Moji | Namsang | J. M. Co | 24, May |
| Swatow, W'wei, C'foo & Tientsi. | Huichow | B. & S. | 24, May |
| Singapore, Batavia, Cheribon, etc | Hokuto M. | D. & Co. | 25, May |
| Kobe | Coblenz | M. Co. | 26, May |
| Manila, Cebu & Iloilo | Chinhai | B. & S. | 26, May |
| Shanghai | Shaohsing | B. & S. | 26, May |
| Swatow, Amoy & Foochow | Haicheng | D. L. Co. | 26, May |
| Kobe and Moji | Yatshing | J. M. Co. | 27, May |
| Anping, Takao via S'tow & Amoy | Soshu Maru | O. S. K. | 27, May |
| Swatow | Haimun | D. L. Co. | 27, May |
| Shanghai, Kobe and Yokohama | Segovia | H. A. L. | 28, May |
| S'hai, Tsingtau, Kobe & Y'hama | Goeben | M. & Co. | 28, May |
| Shanghai | Anhui | B. & S. | 28, May |
| Shanghai, Moji, Kobe & Y'hama | Khyber | P. & O. | 29, May |
| Swatow, Amoy and Foochow | Haitan | D. L. Co. | 29, May |
| Shanghai | Esang | J. M. Co. | 29, May |
| Kobe via Shanghai, Yokohama | E. F. F'and | S. W. Co. | 30, May |
| Tamsui via Swatow & Amoy | Daigi Maru | O. S. K. | 31, May |
| Shanghai, Kobe & Y'hama | V. Ciotat | M. M. Co. | 31, May |
| Shanghai, Moji, Kobe & Y'hama | Navara | P. & O. | End May |
| Manila, Mangarin, Cebu & Iloilo | Rubi | T. T. Co | 1, June |
| Shanghai | Africa | S. W. Co. | 1, June |
| Nagasaki, Kobe and Yokohama | Tango M. | N. Y. K. | 2, June |
| Kobe and Yokohama | Kitano M. | N. Y. K. | 3, June |
| Bombay via Singapore etc. | Luzon M. | O. S. K. | 5, June |
| Shanghai | Africa | S. W. Co. | 5, June |
| Bombay via S'pore etc. | Java M. | O. S. K. | 6, June |
| Shanghai, Kobe and Yokohama | Preussen | H. A. L. | 8, June |
| Moji, Kobe and Yokohama | Banri M. | D. & Co. | 10, June |
| Kudat and Sandakan | Borneo | M. Co. | 12, June |
| Shanghai, Kobe and Yokohama | Silesia | H. A. L. | 18, June |
| Shanghai, Kobe and Yokohama | C. F. Laeisz | H. A. L. | 3, July |
| Shanghai, Kobe and Yokohama | Senegambia | H. A. L. | 17, July |
| Shanghai, Kobe and Yokohama | Scandia | H. A. L. | 27, July |
| Batavia, Cheribon, Samarang, &c | Alesia | H. A. L. | 14, Aug. |
| Japan | Tjibodas | J.C.J. L. | Q. desp. |
| Shanghai | Tjilatjap | J.C.J. L. | Q. desp. |
| Batavia, Cheribon, Samarang, &c. | Tjikini | J.C.J. L. | Q. desp. |
| Batavia, Cheribon, Samarang, &c. | Tjipanas | J.C.J. L. | Q. desp. |
| Shanghai | Tjimahi | J.C.J. L. | Q. desp. |
| | Tjilwong | J.C.J. L. | Q. desp. |


# BOLINDERS CRUDE OIL MOTORS.

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to:—

## ULDERUP & SCHLUTER

HONGKONG.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A. STOCKHOLM.

FOR CHINA, FORMOSA, AND PHILIPPINE ISLANDS


# MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

| For. | Vessels:- |
|---|---|
| Straits | Colombo Maru |
| Europe | India |
| Swatow | Drufar |
| Philippine Is. | Loongsang |
| Japan | Japan |
| Bangkok | Benmohr |
| Hoihow | Helene |
| Swatow | Cheongshing |
| Shanghai | Namsang |
| Shanghai | Waishing |
| Swatow | Huichow |
| Shanghai | Kanchow |

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

| From. | Vessel. |
|---|---|
| Australia | St. Albans |

### CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA left Vancouver on the 14th May.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver on the 20th May, between 8 & 10 p.m.

The C.P.R. s.s. EMPRESS OF RUSSIA left Yokohama on the 21st inst. between 2 & 4 p.m.

### AMERICAN MAIL.

The P.M. s.s. MANCHURIA sailed from Yokohama for Hongkong via Japan ports and Manila on the 17th inst. at noon. The United States mail has been transferred to the North German Lloyd's s.s. LUTZOW which is due to arrive at Hongkong on the 26th May.

### AUSTRALIAN MAIL.

The I. G. M. s.s. COBLENZ left Sydney on the 2nd inst. at 2 p.m and may be expected here on or about the 24th inst.

The A. O. Line s.s. CHANGSHA left Sydney on the 5th inst. for Hongkong (via Queensland ports, Darwin, Zamboanga and Manila) and may be expected to arrive here on or about 28th May.

The E. & A. s.s. ST. ALBANS from Sydney etc.: left Manila for this port on the 20th inst. and may be expected to arrive here on Saturday, morning.

The E. & A. s.s. EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila on the 20th instant, and may be expected to arrive here on or about 13th June.

### GERMAN MAIL.

The I. G. M. s.s. GOEBEN carrying the German Mails with dates from Berlin of the 29th April, left Colombo on the 17th inst. a.m. and may be expected here on or about the 28th inst.

### MERCHANT STEAMERS.

The N. Y. K. s.s. KITANO MARU (European Line.) left London for this port via ports on the 25th Apr. and is expected here on the 3rd June.

The N. Y. K. s.s. TANGO MARU (Australian Line.) left Sydney for this port via ports on the 13th May, and is expected here on the 1st June.

The N.Y.K. s.s. SADO MARU (American Line.) left Kobe for this port via ports on the 15th May, and is expected here on the 24th May.

The s.s. GLENSTRAE passed the Suez Canal on the 12th inst. for Hongkong via Straits.

The I. C. S. N. s.s. YATSHING from Calcutta is due at H'kong on the 25th May.

The S. L. s.s. RADNORSHIRE from Portland is due at H'kong on the 23rd May.

The s.s. FERNLEY left Moji yesterday for this port, and is due to arrive here on or about the 23rd May.

The s.s. HELGOLAND will not call at this port homeward bound.

The P. & O. s.s. BORNEO left Singapore for this Port on the 18th inst. at 4.30 p.m. and is due here on the 24th inst. at about 7 a.m.

# VESSELS IN PORT.

## Steamers.

Physa, Br. s.s. 2,129, Patrick, 8th inst.—Pulo Sambo, 2nd inst. Case oil—A. P. Co.

Aki Maru, Jap. s.s. 4,002, J. Noma, 10th inst.—Shanghai, 7th inst. Gen.—N. Y. K.

Laertes, Br. s.s. 1,350, Cr. Wawn, 12th inst.—Saigon, 7th inst. Rice—Chinese.

Elsbeth, Ger. s.s. 991, Berg, 14th inst.—Holbow, 13th inst. Salt & Gen.—J. & Co.

Rajaburi, Ger. s.s. 1,700, C. Wolff, 14th inst.—Swatow, 13th inst. Rice & Wood—B. and S.

Chunsang, Br. s.s. Mattock, 15th inst.—Bangkok, 9th inst. Rice—J. M. & Co.

Wosang, Br. s.s 1,127, J. M. Smith, 16th inst.—Shanghai, 12th inst. Gen.—J. M. & Co.

Sexta, Ger. s.s. 1,643, N. Jensen, 17th inst.—Saigon, 13th inst. Rice—Order.

Shansi, Br. s.s. 1,223, Simons, 16th inst.—Bangkok, 10th inst. Rice—B. & S.

Suisang, Br. s.s. 1,776, H. Stempson, 16th inst.—Moji, 11th inst. Coal & Gen.—J. M. & Co.

Hue, Fr. s.s. 710, A. Cornelissen, 17th inst.—K. C. Wan, 16th inst. Gen.—A. R. Marty.

Chalister, Br. s.s. 2,995, 18th inst.—Yokohama, 12th inst. Gen.—D. & Co.

Glencarn, Br. s.s. Hartnell, 19th inst.—Shanghai, 16th inst. Gen.—J. M. & Co.

Drufar, Norw. s.s. 1,002, J. Bing, 19th inst.—Swatow, 18th inst. Gen.—Chinese.

Kaga Maru, Jap. s.s. 3,907, G. Tabasa, 18th inst.—Shanghai, 13th inst., Gen.—N. Y. K.

Kamor, Norw. s.s. 949, S. S. Muus, 19th inst.—Haiphong, 16th inst. Stone—J. C. J. L.

Loongsang, Br. s.s. 1,903, W. G. G. Leask, 19th inst.—Manila, 15th instant., Gen.—J. M. & Co.

No. 2 Yes Maru, Jap. s.s. 1,712, T. J. Tane 19th inst.—Wakamatsu, 12th inst. Coal—M. B. K.

Daijin Maru, Jap. s.s. 900, K. Murakami, 20th inst.—Swatow, 19th inst. Sundries—O. S. K.

China, Am. s.s. 4,136, H. Thompson, 19th inst.—San Francisco, 18th ult., Gen.—P. M. & Co.

City of Norwich, Br. s.s. 4,117, J. McMillan, 20th inst.—New York, 4th ult. Case oil & Gen.—S. T. & Co.

Choising, Ger. s.s. 1,021, F. Minkerits, 19th inst.—Bangkok, 13th inst. Rice etc.—B. & S.

Zafiro, Am.'s.s. 1,403, F. S. McMunay, 20th inst.—Manila, 17th inst. Gen.—S. T. & Co.

Benlarig, Br. s.s. 2,510, W. Hastie, 20th inst.—Singapore, 14th inst. Gen.—G. L. and Co.

Chingchow, Br. s.s. 1,195, J. Doyle, 21st Kwangyen, Stone—S. T. and Co.

Hanoi, Fr. s.s. 739, Ch. Le Chevalier, 21st inst.—Haiphong, 19th inst. Gen.—A. R. Marty.

Helene, Ger. s.s. 771, J. Jessen, 21st inst. Torrane, 19th inst. Rice—J. & Co.

Hokuto Maru, Jap. s.s. 2,426, K. Chiba, 20th inst.—Keelung, 16th inst., Coal—D. & Co.

Hong Moh, Br. 2,553, R. S. Bainbridge, 21st inst.—Singapore, 15th inst. Gen.—Chinese.

Kanchow, Br. s.s. 1,228, Lavers, 20th inst.—Shanghai, 17th inst. Gen.—S. & S.

Maria Luisa, Aus. s.s. 313, E. J. Clough, 23th inst.—Manila, 16th instant. Sugar—Master.

Tsintau, Ger. s.s. 1,002, J. Heyenger, 20th inst.—Bangkok, 13th inst. Rice and Gen.—B. & S.

Unkai Maru, Jap. s.s. 2,001, Katayama, 20th inst.—Wakamatsu, 14th inst. Coal—M. B. K.


## WING KEE & CO.

47-49, Connaught Rd.

SHIP CHANDLERS

PROVISION & COAL MERCHANTS.

Hongkong, 3rd October, 1913.

GUARD AGAINST PLAGUE

# BY USING C.N.

CHINA COMMERCIAL Co., 3 Duddell St.


## TIDE TABLE.

18th May., to 24th May, 1914.

| Day of Week | Day of Month | High Water Hongkong Mean Time. | Height. | Low Water Hongkong Mean Time. | Height. |
|---|---|---|---|---|---|
| Mon. | 18 | m 6 30 | 4.8 | m 7 37 | 0.6 |
| Tues. | 19 | m 6 54 a | 5.0 | 8 42 | 0.4 |
| Wed. | 20 | m 7 21 a | 5.2 | m 11 13 | 0.7 |
| Thur. | 21 | m 7 44 | 5.1 | m 0 48 | 1.0 |
| Fri. | 22 | m 8 7 | 5.0 | m 1 20 | 1.3 |
| Sat. | 23 | m 8 31 a | 4.7 | m 1 50 | 1.6 |
| Sun. | 24 | m 8 55 a | 4.5 | m 2 20 | 1.9 |
| | | 10 38 a | 5.0 | 3 | 1.6 |

m morning. a afternoon.


# SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI $120.00. KOBE $135.00. YOKOHOMA $150.00

Tickets are interchangeable for return by any steamer of above-name Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shewn below.

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN. To JAPAN.

| Y'hama Leave | Kobe Leave | Nagasaki Leave | H'kong Arrive | Steamer | H'kong Leave | Nagasaki Arrive | Kobe Arrive | Y'hama Arrive |
|---|---|---|---|---|---|---|---|---|
| — | — | — | — | MANCHURIA | 6 June | 11 June | 12 June | 13 June |
| — | — | — | — | E. OF ASIA | 10 " | 14 " | 15 " | 16 " |
| — | — | — | — | TENYO MARU | 16 " | 22 " | 23 " | 25 " |
| — | — | — | — | NILE | 26 " | 30 " | 31 " | 1 July |
| 2 June | 4 June | 6 June | 11 June | NIPPON | 27 " | 30 " | 1 July | 3 " |
| 9 " | 11 " | 13 " | 18 " | E. OF JAPAN | 25 " | 30 " | 1 " | 3 " |
| 16 " | 18 " | 20 " | 25 " | MONGOLIA | 20 " | 4 July | 5 " | 7 " |
| 23 " | 25 " | 27 " | 2 July | MONTEAGLE | 1 July | 5 " | 6 " | 8 " |
| 30 " | 2 July | 4 " | 9 " | E. OF RUSSIA | 8 " | 12 " | 13 " | 15 " |
| 7 July | 9 " | 11 " | 16 " | H'KONG MARU | 10 " | 14 " | 15 " | 17 " |
| 14 " | 16 " | 18 " | 23 " | PERSIA | 12 July | 17 July | 19 July | 21 July |
| 21 " | 23 " | 25 " | 30 " | SHINYO MARU | 14 " | 19 " | 20 " | 22 " |
| 28 " | 30 " | 1 Aug. | 6 Aug. | E. OF INDIA | 23 " | 28 " | 30 " | 1 Aug. |
| 4 Aug. | 6 Aug. | 8 " | 13 " | KOREA | 25 " | 31 " | 1 Aug. | 3 " |
| 11 " | 13 " | 15 " | 20 " | CHIVO MARU | 29 " | 3 Aug. | 4 " | 6 " |
| 18 " | 20 " | 22 " | 27 " | SIBERIA | 1 Aug. | 7 " | 8 " | 10 " |
| 25 " | 27 " | 29 " | 3 Sept. | E. OF ASIA | 5 " | 10 " | 11 " | 13 " |
| 1 Sept. | 3 Sept. | 5 Sept. | 10 Sept. | CHINA | 11 " | 17 " | 18 " | 20 " |
| 8 " | 10 " | 12 " | 17 " | MANCHURIA | 19 " | 24 " | 25 " | 27 " |
| 15 " | 17 " | 19 " | 24 " | E. OF JAPAN | 20 " | 25 " | 26 " | 28 " |
| 22 " | 24 " | 26 " | 1 Oct. | TENYO MARU | 27 " | 1 Sept. | 2 Sept. | 4 Sept. |
| 29 " | 1 Oct. | 3 Oct. | 8 " | NILE | 29 " | 4 " | 5 " | 7 " |
| 6 Oct. | 8 " | 10 " | 15 " | E. OF RUSSIA | 7 Sept. | 11 " | 12 " | 14 " |
| 13 " | 15 " | 17 " | 22 " | MONTEAGLE | 5 " | 11 " | 12 " | 14 " |
| 20 " | 22 " | 24 " | 29 " | NIPPON MARU* | 3 Sept. | 11 " | 13 " | 15 " |
| 27 " | 29 " | 31 " | 5 Nov. | MONGOLIA | 12 " | 18 " | 19 " | 21 " |
| 3 Nov. | 5 Nov. | 7 Nov. | 12 Nov. | E. OF INDIA | 17 " | — | 23 " | 25 " |
| 10 " | 12 " | 14 " | 19 " | PERSIA | — | — | — | — |
| 17 " | 19 " | 21 " | 26 " | SHINYO MARU | — | 30 " | 1 Oct. | 2 Oct. |
| 24 " | 26 " | 28 " | 3 Dec. | E. OF ASIA | 30 " | 5 Oct | 6 " | 8 " |
| 1 Dec. | 3 Dec. | 5 Dec. | 10 " | H'KONG MARU | 1 Oct. | 7 " | 8 " | 10 " |
| 8 " | 10 " | 12 " | 17 " | KOREA | 10 " | 15 " | 16 " | 18 " |
| 15 " | 17 " | 19 " | 24 " | CHIVO MARU | 10 " | 15 " | 17 " | 19 " |
| 22 " | 24 " | 26 June | 31 " | | | | | |

† Returning via Manila. * Going via Manila.
Steamers proceeding via Manila do not call at Shanghai

## S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of deadplates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE No. 4 Queen's Building, 3rd Floor. Telephone 1039.

## Public Auction.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Tuesday, the 26th day of May, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Registry No. | Locality | Boundary Measurements. Approximate. | | | | Contents in Square Feet. | Annual Rent. | Upset Price. |
|---|---|---|---|---|---|---|---|---|---|
| | | | W. | S. | E. | W. | | | |
| Inland Lot No. | | | ft. | ft. | ft. | ft. | | $ | $ |
| Adjoining Inland Lot No. 1744, formerly Kennedy Road. | | | 85 | 23 | 194½ | 142 | 14,590 about | 81 | 2,430 |

## Consignees

NORDDEUTSCHER LLOYD, BREMEN.

FREIGHT LINE

NOTICE TO CONSIGNEES.

THE Steamship

"BORKUM,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 26th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 26th of May, at 9.30 a.m.

All claims must reach us before the 3rd of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents

Hongkong, 19th May, 1914. [567

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK and SINGAPORE.

THE Steamship

"CITY of NORWICH,"

Captain McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Wednesday, 27th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO. Agents.

Hongkong, 20th May, 1914. [568

Don't forget after the Show Supper and Light Refreshments ALEXANDRA CAFE Open Till Midnight.

## Hotel Lists.

### Hongkong Hotel.

| | |
|---|---|
| Abraham, E S | Maclean, Dr G |
| Adler L | Marriott, Dr O |
| Anderson Rodney Lt-Col. & Mrs | Matheson, Miss M Matheson, Mrs R |
| Bacon Mr & Mrs S W | T. |
| Bate E. R | Mayne E H V |
| Bell C D J | Mehis B K |
| Bellilos, Mrs E R | Mo[illegible]oki, J |
| Bena, G A | Mo[illegible]r C E |
| Black W M | Mickle D M |
| Bode J | Middleton G S |
| Brangwin Dr & Mrs | Milkowski N S |
| Bryan J M | Moore Dr & Mrs W L B |
| Bungey A P | Mason C F |
| Cambridge A J | Macfarlane, Dr and Mrs |
| Cherm G | Mosher Mrs G O |
| Clayton, W E | Curry, Miss G |
| Curry, G P | Petersen, A |
| Davies Mr & Mrs W J | Perry A F |
| Davies G H | Pfeifer T |
| Debrunner A | Pfiffner A N |
| Derteano, Mr & Mrs & 2 children | Purvis A |
| Dorris J W | Ray, E. H |
| Douglas, Mrs R H | Reay, Miss F |
| Douglas D S S | Ricketts W Mr and Mrs |
| Duffy Miss M E | Ricou Mr & Mrs |
| Edwards Mr & Mrs J E | Ruhl A |
| Ehrenfels, Mr & Mrs H E | Rush F G |
| Elsaler M | Saddon Mrs |
| Ellis Mr & Mrs B D | Schmolke W |
| Fehr H | Shaw H G |
| Geier Mr & Mrs E | Shields C H |
| Gibb J | Slater Mrs |
| Gould Mr & Mrs J | Slater Misses (2) |
| Grisogono P de | Smyth F |
| Hall Capt. T P | Sorensen A B |
| Handley-Gegg H | Sorby V |
| Hannibal W A | Square Miss A |
| Herbert To Dr | Stockum Dr M van |
| Hewett, Hon. Mr E A, C M G | Stirling S W |
| Hutton-Potts G | Swaffield H E |
| Johns Mrs T J R | Swift Mr & Mrs G H |
| Jones M T | Tozer E M |
| King Mr & Mrs P H | Walker Capt H A |
| Kockx Capt. & Mrs | Wellmann E |
| Lambert Mrs | White D |
| Lambert E S | White F W |
| Lloyd G T | Winkler F Mr and Mrs |
| Lobel F | Wood G G |
| Logan, W | Zublin W |

### Carlton Hotel.

| | |
|---|---|
| Ashby H | Mora W |
| Asst, Miss L | Mu[illegible]ell C |
| Ballantine Mr and Miss B A | Murrell Mr & Mrs N. y Mr & Mrs R C |
| Barnes C | Pu[illegible]l S |
| Bel[illegible]on A | Remedios A F |
| Cheng So Mr & Mrs | Rigge A |
| Crombie, Lt Geo | Russell A |
| Dennis R | Shaw R E |
| Eades W J | Serra B |
| Fulcher O W | Sewell G W |
| Gilbert E J | Silva Mr & Mrs |
| Gregory T M | Tall Mrs |
| Grandy A J | Tobias Mr and Mrs |
| Higginbotham Chas J | Vincent A C |
| Holloway H D | Walker Mr and Mrs E |
| Jackson Mr & Mrs W | Watling Mr & Mrs D O |
| Mariani Mr & Mrs | Whibley A R |
| Martin A J J | Wilson D C |
| Martin T H | |
| Milton Mr & Mrs | |

### Craigieburn.

| | |
|---|---|
| Bennett H S | Hollingsworth Mr & Mrs A H |
| Bevington F | McCaig, J. |
| Brown C B | Ram E |
| Caldwell, Mr | Robinson Geo A |
| Caldwell, Miss | Robinson, E. G. |
| Carpenter, Mr and Mrs | Smith Mr & Mrs J |
| Cornell W A | Grant |
| Galbraith V | Smith Morton |
| Hall R F | Wilson Mr and Mrs |
| Harbord W F | |

### Grand Hotel.

| | |
|---|---|
| Allan Mr & Mrs | H[illegible] |
| Ballance Miss | Kn[illegible]ensen |
| Erberg | Kop[illegible] Dr |
| Barker J | Kiblin[illegible]n F W |
| Barr Mr | Langham Mr & Mrs |
| Bond C | Lams Bonsy |
| Browin Theo B | Logan G G |
| Berry F M | Martin S |
| Cuttling Miss | Mastend G E |
| Denban Miss | Stahl Mr & Mrs |
| Fi[illegible]k | Stall Mr |
| Fundoaf | Weisenbonn H |
| Gemby M | Wilken Admiral |
| Harry Beckey | Wilson Dr |
| Heikel W | Whitmen M. |

### King Edward Hotel.

| | |
|---|---|
| Adams R O | Hall Mr P O |
| Arrold J | Har[illegible]aves Mr J E |
| Bidwell Mr & Mrs | Haynor Mr H O |
| Breger Dr | Hostel Mr O |
| Budge W | James Mr E |
| Butts Mrs H | Joseph Mr J |
| Cerny Mr H | Kou[illegible]ek Mr W |
| Cooke Mr A H | Kraft Mr & Mrs W D |
| Cox Mr F. W | Lauritson Mr & Mrs |
| Deane Dr A. H. | Mo[illegible]ldson Mr W. A. C |
| Drummond Mr | Lippe[illegible]t Dr |
| Duffy Mrs M. | Malcomson Capt |
| Evers Mr E. W. | Mi[illegible] |
| Foy Mr | Morley C F |
| Gardner Capt & Mrs W L | Massey Miss Miller Miss F A |
| Giesel Mr S | Murphy B |
| Gike Mrs S | Nobbs A P |
| Glass Dr | Oudenhoven W |
| Huger Mr A R | |

USE C.N.

AND GUARD AGAINST PLAGUE

CHINA COMMERCIAL Co., 2 Duddell St

## Entertainments

# HIPPODROME

CIRCUS AND MENAGERIE.

GRAND MATINEE:

TO-MORROW AFTERNOON AT 4 P.M.

To-Night! To-Night! at 9.15 p.m.

AND EVERY EVENING INCLUDING SUNDAYS.

OUR FIRST GRAND CHANGE OF PROGRAMME.

PART I.

1.—Overture.
2.—Performing Lions.
3.—Trick Pony "Bobby"
4.—Comic Entree.
5.—Double Vaulting Act.
6.—Sailor Aloft.
7.—Cycling on Wire.
8.—Eight Liberty Horses.

PART II.

9.—Overture.
10.—High Bars and Trampoline.
11.—Trotting Act.
12.—Head and hand Balancing.
13.—Sharpshooting on Living Target.
14.—Naval Display.
15.—Russian Dance.
16.—Performing Elephants.
17.—Steeplechase.

WRESTLING CHALLENGE!!

The Hippodrome Representative issues a challenge to wrestle any man in the Island, Catch-as-Catch-Can or Graeco-Roman style, for a side stake of any amount. (All information can be had by applying to the Proprietor at the Circus).

# VICTORIA THEATRE.

To-Night 9.00 Sharp To-Night

"THE THREE MUSKETEERS"

the greatest Picture ever produced in the annals of Cinematography, being the immortal Novel by ALEXANDRE DUMAS

IN 10 PARTS—LENGTH 12 000 FEET.

BOOKING AT MOUTRIE'S.

LATE CAR TO PEAK.

THE ABOVE PICTURE WILL ALSO BE EXHIBITED AT THE MATINEE OF

SATURDAY 23RD MAY AT 4 P.M.

Admission—Dress Circle 60 Cents.

Stalls 20 "

Children half price

# BIJOU SCENIC THEATRE.

LAST FEW NIGHTS ONLY of "THE GIBSON GIRLS" (Continued by Request)

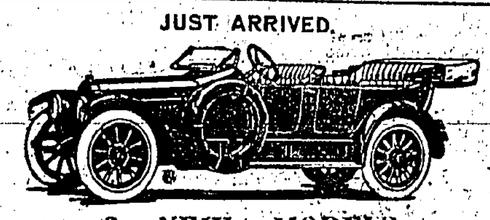
Also a fine selection of Pictures,

The powerful Drama.

"THE MUSIC OF THE PAST"
"A LESSON IN LOVE."
"THE IMPERIAL SPOOK."
"AN OVER COAT IN JUNE."
"Pathe's International & American Weekly"

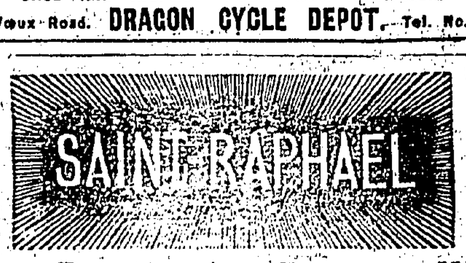
## Notices

JUST ARRIVED.



3 NEW MODELS
2 HUDSONS
AND
1 OVERLAND
ALSO
1 MOTOR CYCLE,
BRITISH MADE, FROM THE OLYMPIC EXHIBITION
As Light as an Ordinary Bicycle.
CALL AND INSPECT THESE NEW ARRIVALS.

Des Voeux Road. DRAGON CYCLE DEPOT. Tel. No. 482.




TONIC, RESTORATIVE, DIGESTIVE WINE

Highly patronised.

*Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.*

DOSE: One wineglass after the two principal meals.

*Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade mark:*

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** *is a* MELISSA *and* MINT *cordial which surpasses all others by its purety and faultless preparation. To be taken on a lump of sugar.*

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MACGREGOR & Co., Hongkong.

## Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

S.S. "CHINA"

From SAN FRANCISCO, JAPAN PORTS and MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from the Company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Thursday, May 21st, 1914 at 5 p.m. will be subject to landing charges and if undelivered Friday May 27th 1914 at Noon will be subject to both landing and storage charges.

No Fire Insurance will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown, Monday May 25th, 1914 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.,

All claims must be filed on or before June 6th, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 19th May 1914.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

S.S. "POLYNESIEN"

Consignees of Cargo from London ex. s.s. "Danube"

Consignees of Cargo from La Palice ex s.s. "Leroy Lallor"

Consignees of Cargo from Havre ex s.s. "Danube."

Consignees of Cargo from Bordeaux ex s.s. "Cambrai"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th inst. or they will not be recognized.

All damaged packages will be examined on the 23rd instant at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 17th May, 1914. [574

## Notices

THE GREATEST BRITISH PIANO THE BRINSMEAD

MAY BE HAD ON THE HIRE PURCHASE SYSTEM. JUST CONSIDER ---EVERY INSTALMENT PAID IS MONEY INVESTED IN A PIANO OF BRITISH MAKE WITH THE REPUTATION OF A WORLD FAMOUS FIRM BEHIND IT.

NEW MODELS JUST RECEIVED AT THE SOLE AGENTS

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)

Telephone No. 696.

| | | | |
|---|---|---|---|
| KEMPE'S ENGINEERS YEAR BOOK 1914 | $11.50 | THE LIFE OF HENRY LABOUCHERE, by Algar Labouchere Thorold | $13.50 |
| A CLASSICAL DICTIONARY OF HINDU MYTHOLOGY, RELIGION ETC., by John Dowson | 6.00 | THE ARGENTINE IN THE TWENTIETH CENTURY, by Martinez & Lewandovski | 7.50 |
| THE LIFE OR LEGEND OF GAUDAMA, THE BUDDHA OF THE BURMESE, by Rt. Revd. P. Bigandet | 6.00 | THE THREAD OF LIFE. The Book Forbidden by the King of Spain. by H. R. H. The Infanta Eulalia of Spain | 7.50 |
| EVERY MAN HIS OWN MECHANIC by John Barnard | 2.75 | MEXICO & HER PEOPLE OF TO-DAY, by Nevin O. Winter | 6.0 |
| CLOCK REPAIRING AND MAKING by F. J. Jarrard | 3.00 | LATIN AMERICA: ITS RISE AND PROGRESS, by F. Garcia Calderon, with a Preface by Raymond Poincare | |
| SCREW CUTTING FOR ENGINEERS, by Ernest Pull | 2.00 | | |
| THE MODERN FAMILY DOCTOR, A Guide to Perfect Health, 700 Double Column Pages | 2.75 | | |

SAVE HALF YOUR COMPRADORE'S BILL AND OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped, addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.

SINCON & CO.

Established A. D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (2nd Street, west of Central Market) Telephone No. 515.

## To Sail

THE AMERICAN AND MANCHURIAN LINE.

Ellerman & Bucknall Steamship Co., Ltd.)

THE Steamship

"KIOTO,"

Captain Smith, will be despatched from Hongkong on the 25th, May, for

NEW YORK.

(With Liberty to call at the Malabar Coast).

For freight and further particulars, apply to:—

The Bank Line Ltd., Agents.

Hongkong, 28th. April, 1914.

## To Sail

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.

For London Hull, Antwerp & Amsterdam.

"GLENTURRET"

(Capt. F. T. Jones)

This steamer will be despatched for the above ports on or about 26th instant.

Saloon passage, Hongkong to London £40.

For freight or passage, apply to

SHEWAN TOMES & Co. Agents.

Hongkong 15th May, 1914.

Regular Steamship Service

Proposed Sailing from Hongkong For BOSTON & NEW YORK.

For Freight and further information apply to

DODWELL & CO., LTD. Agents

Hongkong 15th Apr., 1914.

# HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETLYENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

| NAME OF DOCK OR SLIP | LENGTH ON KEEL BLOCKS | ENTRANCE BREADTH | DEPTH OVER SILL AT ORDINARY SPRING TIDES | RISE OF TIDE SPRINGS | RISE OF TIDE NEAPS |
|---|---|---|---|---|---|
| KOWLOON | | | | | |
| No. 1 Dock, Kowloon | 700' | (86' top, 70' bottom) | 30' | 7' 6" | |
| No. 2 Dock, Kowloon | 371' | 74' | 18' 6" | 7' 6" | |
| No. 3 Dock, Kowloon | 265' | 49' 3" | 14' | 7' 6" | |
| Patent Slip, No. 1 Kowloon | 240 | 60' | 20' | 7' 6" | |
| Patent Slip, No. 2 Kowloon | 270' | 60' | 18' | 7' 6" | |
| TAI-KOK-TSUI | | | | | |
| Cosmopolitan Dock | 466' | 85' | 30' | 7' 6" | |
| ABERDEEN | | | | | |
| Hore Dock | 430' | 64' | 27' | 7' | |
| Lamont Dock | 330' | 64' | 27' | 7' | |

HEAD OFFICE: KOWLOON. Telephone No. 1 K.

QUEEN'S BUILDINGS. OFFICE: Telephone No. 80, Hongkong.

Please Address Enquiries to the Chief Manager,

R. M. DYER B.Sc., M.I.N. Kowloon Dock, Hongkong.

# Commercial.

## Singapore Share Circular.

Messrs. Fraser's share circular, dated Singapore May 13, states:—Sterling Rubbers have moved with a little more freedom recently. After falling steadily for many days they shewed a sharp reaction to-day and London advises that an upward tendency is expected. The Races held here last week rather interfered with business. There have been practically no dealings in Mining Shares and Industrials keep steady at their old quotations.

Rubber.—There have been considerable dealings in Vallambrosa between 11s. 3d and 9s. 10½d. Linggis were taken at 15s. United Serdangs 8s. 9d. to 9s. 1½d, Highlands and Lowlands 4/s. 7½d, Tebrau 22s. 6d, Patalings 27s, Jebongs Rs. 117, Allagars 1s 5d, Labus 3s. 6d. and Rubber Trusts 10s. 7½d. There are buyers of Kombokes and Bertams about London's middle price. Tapahs changed hands at $5.60. Balgownies $3 50 with further sellers. There are buyers of Changkat Serdangs at $3, and Bukit Katile 42½ cents.

Mining.— Sungei Gaus were dealt in at $15—$15.50 with sellers at the latter figure. Pahang Consolidateds were taken at 9s. 7½d. and Titis in the vicinity of $7.90. Offers are wanted for Middletons, Simpam Valleys and Kanabis.

General.—Straits Traders keep in demand at $49.50 with a steady business being done between this and $50. Fraser and Neaves came to business at $62. 50 with small sellers 50 cents higher. Cold Storages have buyers offering $25 with no sellers in evidence. A few United Engineers 6 per cent. Debentures are obtainable at slightly over par. There has been but little move in Oil Shares. There are buyers of Shells at £5. 2s. 6d, but sellers are looking for better prices after the declaration of the final dividend expected shortly.

## Railway Suggestion Board.

In the course of a speech at a gathering of the Amalgamated Society of Railway Servants recently, the general manager of the New Zealand Railways, Mr. E. H. Hiley, said that several alterations are about to take place, made necessary by the growth of the service. It is intended, for instance, to set up a Suggestion Board to which railway servants are to be invited to send in patents—these, of course, to be treated as confidential. A scheme of monetary recognition for suggestions sent in is also to be organised.

# Consignee

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENLARIG,"

From LEITH, MIDDLESBRO LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 3rd prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st May, 1914. [569

# To Sail

## HONGKONG NEW YORK.

AMERICAN ASIATIC S.S. Co.
For New York via
Ports & Suez Canal.
(with liberty to call at the Malabar Coast)
s.s. "INDRANI."
on or about 5th June, 1914.
For freight or information, apply to
SHEWAN TOMES & Co
General Agents.
Hongkong 15th May, 1914. [569

# Public Companies

## A. S. WATSON & CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday the 29th day of May, 1914, at 11.30 a.m. fo the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st. December 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 26th. May to TUESDAY, the 2nd. June 1914, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, 21st May, 1914.

## PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the Ordinary Annual General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Wednesday, 27th May, 1914 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1914.

The Transfer Books of the Company will be closed from the 23rd instant to the 30th instant both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers
Hongkong, 18th May, 1914.

## THE "STAR" FERRY CO. LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on THURSDAY, the 28th May at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April 1914.

THE REGISTER OF SHARES of the Company will be CLOSED from Saturday, 23rd to Thursday, 28th instant inclusive.

By Order of the Board of Directors.

W. S. BROWN.
Secretary.
Hongkong, 1 May, 1914.

# Notices

NOTICE
REDUCTION IN PRICE OF GAS.

THE Hongkong and China Gas Company Ld. bege to inform the public that on and from the 1st. July next the price of Gas for all purposes—lighting, heating cooking or power—WILL BE REDUCED to $2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CURRY,
Local Secretary.
Hongkong, 21st May, 1914.


## Dr. C. L. CHOW.

DENTAL Surgeon
No. 60, Queen's Road Central, Hongkong


# Notices

## RADIUM THERAPY

We can Supply
RADIUM BROMIDE
for the treatment of Cancer and Skin Diseases such as Lupus Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., Ltd.
Representing:—
WERNER RUDENBERG & Co,
(Shanghai)
(RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin).

## RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

Messrs. A. S. WATSON & Co., Ltd.,

and

Messrs. THE MEDICAL HALL

to Supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of BERLIN, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,
Shanghai,
Sole Agents for Hongkong and China for the
RADIUM-HEIL-GESELLSCHAFT, m.b.H.,
Berlin.

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.


-:- THE -:-
## LONDON DIRECTORY
(Published Annually)
Enables traders throughout the World to communicate direct with English.
MANUFACTURERS & DEALERS in each class of goods. Besides being of complete commercial guide to London & its suburbs, the directory contains lists of
EXPORT MERCHANTS
with the Goods they ship, and the Colonial and Foreign Market they supply:
STEAMSHIP LINES
arranged under the ports to which they sail, and indicating the approximate Sailings.
PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns & industrial centres of the United Kingdom.
A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 20s.
Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £3.
THE LONDON DIRECTORY CO., LTD.
25 Abchurch Lane, London E.C.

## MAN LOONG.
FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.
Factory at Yaumati
OFFICE: No. 36, Des Voeux Road, W.
Telephone No. 177 & K. 12.
WE are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

## USE. C. N.
AND GUARD AGAINST PLAGUE
C.N. COMMERCIAL Co., 9 Ruddell St., C.


# Banks

## INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York.
London Office:—54, Bishopsgate, E.C.

BRANCHES:—

| | |
|---|---|
| Bombay | Kobe |
| Calcutta | Manila |
| Canton | Mexico |
| Cebu | Panama |
| Colon | Peking |
| Empire | Ryo-un (Port Arthur) |
| Hongkong | San Francisco |
| Harbin | Shanghai |
| Hankow | Yokohama |

Capital and Surplus..... Gold $7,000,000 equal.....£1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year or 6½ per annum, or for shorter periods, at rates, which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS CHEQUES sold and cashed.

GEORGE HOGG,
Manager.
Queen's Road, Hongkong
Hongkong, 1st Nov. 1913

## THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... „ 30,000,000
Reserve Fund ..... „ 18,900,000

Head Office.—YOKOHAMA.

| Branches | Agencies at |
|---|---|
| Antung-Hsien | Nagasaki |
| Bombay | Newchwang |
| Calcutta | New York |
| Changchun | Osaka |
| Dairen | Peking |
| Fengtien | Ryo-un (Port Arthur) |
| Harbin | San Francisco |
| Hankow | Shanghai |
| Honolulu | Tiehling |
| Kobe | Tien-tsin |
| Liao-Yang | Tokyo |
| London | Los Angeles |
| Lyons | Tsingtau |
| Tsingtau | |

Interest Allowed on Current Account.
Depos ts received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 6th April, 1913. [18

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital .....£1,200,000
Reserve Fund.....£1,800,000
Reserve Liability of Proprietors .....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 11th April, 1912. [2

# Notices

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
The Office of
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908 3

## PEAK TRAMWAY CO. LIMITED

TIME TABLE.

WEEK DAYS.

| | | |
|---|---|---|
| 7.00 A.M. to 8.00 A.M. | Every | 15 Min. |
| 8.00 A.M. to 10.00 A.M. | „ | 10 Min. |
| 10.00 A.M. to 12.00 p.m. | „ | 12 Min. |
| 12.30 p.m. to 12.45 P.M. | „ | 15 Min. |
| 12.45 P.M. to 1.15 P.M. | „ | 30 Min. |
| 1.15 P.M. to 1.45 P.M. | „ | 15 Min. |
| 1.45 P.M. to 6.15 P.M. | „ | 10 Min. |
| 6.15 P.M. to 7.00 P.M. | „ | 15 Min. |
| 7.00 P.M. to 8.00 P.M. | „ | 10 Min. |

NIGHT CARS.
8.30, 9.30, 10.30 and 11.30 P.M. to 11.00 P.M. every half hour.
12.00 P.M. to 11.45 P.M. every quarter of an hour.

SUNDAYS

| | | |
|---|---|---|
| 8.00 A.M. to 10.30 A.M. | Every | 15 Min. |
| 10.30 A.M. to 11.00 A.M. | „ | 10 Min. |
| 11.45 A.M. to 12.30 Noon | „ | 15 Min. |
| 12.00 Noon to 2.00 P.M. | „ | 30 Min. |
| 2.00 P.M. to 5.00 P.M. | „ | 15 Min. |
| 5.00 P.M. to 6.00 P.M. | „ | 30 Min. |
| 6.00 P.M. to 9.00 P.M. | „ | 10 Min. |
| 7.00 P.M. to 8.15 P.M. | „ | 15 Min. |
| | „ | 30 Min. |

NIGHT CARS as on Week Days.

SATURDAYS
Extra Cars at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexandra Buildings.

# Banks

## HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital .....$15,000,000

RESERVE FUNDS:

Sterling
£1,500,000 at 2/-= $15,000,000
Silver ...$17,650,000
$32,650,000
Reserve Liability of Proprietors .....$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.— Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb.

ACTING MANAGER.
Shanghai—J. D. Smart.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

## HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

## DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE
Manager. [2
Hongkong, 9th Oct., 1911.

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital .....£1,500,000
Subscribed „ ..... 1,125,000
Paid Up „ ..... 562,500
Reserve Fund ..... 465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.


THE ALEXANDRA CAFE
Cannot be Beaten, if Equalled
For Bread, Cakes, Confectionery
made with Wines & Liqueurs


# Exchange

| Selling | | | T/T. Marks | 197 |
|---|---|---|---|---|
| T/T | 1/11 1/16 | | Demand Germany | 197½ |
| Demand | 1/11 1/8 | | T/T. Francs | 2.42 |
| 30 d/s | 1/11 3/16 | | On Haiphong | nom |
| 60 d/s | 1/11 3/16 | | On Saigon | nom |
| 4 m/s | 1/11 1/4 | | On Bangkok | 80½ |
| T/T Shanghai | 74 1/8 | | Buying. | |
| Private 30 d/s sight S'hai | 75 | | 4 m/s. L/C | 1/11 1/2 |
| T/T Singapore | 82½ | | 4 m/s. D/P | 1/11 5/8 |
| T/T Japan | 94½ | | 6 m/s. L/C | 1/11 5/8 |
| T/T India | 144½ | | 30 d/s. S'ney & Melbourne | 1/11 3/4 |
| T/T Bombay | 144½ | | 30 d/s. San F'co & New York | 47¾ |
| Demand Bombay | 144½ | | 4 m/s. Marks | 2.01½ |
| T/T Calcutta | 144½ | | 4 m/s. Francs | 2.47 |
| Demand Calcutta | 144½ | | 6 m/s. do | 2.49 |
| Demand India | 144½ | | Bar Silver, ready | 26 7/16 |
| Demand Manila | 94½ | | forward. | 26 9/16 |
| T/T. San F'co & New York | 46⅞ | | Gold Leaf per tael | 54 |
| Demand, New York | 47 | | Bank of England rate | 3% |
| T/T. Java | 118½ | | Sovereign | 10.30 |

Subsidiary Coins.

Discount per $100:

| | | | |
|---|---|---|---|
| Chinese...20 cts. pieces | $11 3/8 | % | |
| Chinese ...10 „ | $11 7/8 | | |
| Hongkong 20 „ | $8 1/2 | | |
| Hongkong 10 „ | $9 15/16 | | |

Opium Quotations.

April 14

| | |
|---|---|
| Malwa, New | $8,200 per p. |
| Malwa, Old | 8,300 „ |
| Patna, New | 9,325 per che |
| Patna, Old | 9,200 „ |
| Benares, New | 9,050 „ |
| Benares, Old | 8,925 „ |

# TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

| Stocks & Paid up Value. | | Closing Quotation | | Last Dividend and Date. |
|---|---|---|---|---|
| BANKS. | | | | |
| Hongkong & S'hai | $125 | $810 | s. | £2 & 5/- b. at ex 1/11 3/16 equal to $23.29 for ½ year ending 31/12/13 |
| | | £82 | | |
| MARINE INSURANCES. | | | | |
| Cantons | $50 | 310 | | Final of $3 a/c 1912, Interim of $18 a/c 1913 |
| North China | £5 | T140 | s. | Final of 10 p.c. making 20 p.c. for 1912 |
| Unions | $100 | $767½ | b. | Final of $20 making $50 for 1912 and Interim of $30 for 1913 |
| Yangtzes | £50 | $194 | | Final of $3.2 mak. $15 for 1912 & Int. of $3 for 1913 |
| FIRE INSURANCES. | | | | |
| China Fires | $20 | $146 | b. | $10 for 1912 |
| Hongkong Fires | $50 | $369 | b. | $27 for 1912 |
| SHIPPING. | | | | |
| China & Manilas | $25 | $8 | b. | $1 for 1906 |
| Douglas Steamship | $50 | $31 | s. | $2.50 for year end'g 30'6'13 |
| Steamboats | $15 | $27 | | Final of $1 for half year ending 31'12'13 |
| Indo-Chinas (Preferred) | £5 | $65 | | 3 % Interim a/c year 1913 on preferred shares |
| (Deferred) | | | | |
| "Shell" Transports | £1 | 105/- | sa. | Interim of 1/- making 2/- for 1913 Coupon No. 21. |
| | | £11 | b. | |
| "Star Ferry" | $10 | $48 | s. | $2 on 10,000 shares 1st issue |
| | | | | $2 on 10,000 „ 2nd „ |
| REFINERIES. | | | | $1 on 10,000 „ 3rd „ for year ending 30'4'13 |
| China Sugars | $100 | $79 | b. | $3 for 1912 |
| Luzon Sugars | $100 | $28 | | $3 for 1897 |
| MINING. | | | | |
| Chinese Engineerings | £1 | 38/- | s. | Interim of 5 % Coupon No. 3 account of year ending 30.6.14. |
| Tronohs | £1 | 31/3 | | Int. of 1/6 mak. 6/6 a/c. 1913 |
| Raubs | £1 | $3 | | 1/2 for 1909 |
| DOCKS, WHARVES, & GODOWNS | | | | |
| Kowloon Wharfs | $50 | $80 | b. | $3.50 for year 1913 |
| H.K. & W'poa Docks | $50 | $60 | b. | $3 for 1913 |
| Shanghai Docks | T. 100 | 57½ | | |
| Hongkew Wharfs | T. 100 | T. 94 | s. | Tls. 3 for 1912 |
| LANDS, HOTELS & BUILDINGS. | | | | Interim of Tls 3 for 1913 |
| Anglo French Lands | T.100 | T.94 | | |
| Hongkong Hotels | $50 | $123½ | | Tls. 6 29'2'10 |
| Hongkong Lands | $100 | $112 | b. | $7 on old shares, $3.50 on new shares for year 31'12'13 |
| Humphreys Estates | $10 | $7½ | b. | $3½ for ½ year ending 31 12.13 |
| Kowloon Lands | $30 | $44 | | 50 cents for 1913 |
| Shanghai Lands | T. 30 | T. 90 | | $2.80 for 1913 |
| West Points | $50 | $73 | b. | Interim of 5 p.c. for year ending 30'6'13 $2.25 for ½ year ending 31.12.13 |
| Manila M'pole Hotel | P.10 | P. 8 | | 15 per cent. for 1910 |
| COTTON MILLS. | | | | |
| Ewos | T. 50 | T. 117 | | Tls. 15 for year ending 31'10'13 |
| Shanghai Cottons | | T. 104 | | Tls. 10 for year ending 30'6'13 |
| Laou Kung Mow | | T. 73 | | T. 12 for year end'g 31'12'12 |
| Kung Yik | | 10¾ | | Tls. 1½ for year ending 30'11'13 |
| Hongkong Cottons | $10 | $8 | s. | 50 cents 31.7.08 |
| MISCELLANEOUS. | | | | |
| China-Borneos | $12 | $12 | s. | $1.20 for 1913 |
| Light and Powers | $10 | $4.10 | s. | |
| Do. (Spec. shares) | $1 | | | |
| China Providents | $10 | $8½ | s. | |
| Dairy Farms | $6 | $40 | s. | 70 cents for 1913 |
| Green Islands | $10 | $6 15 | s. | $1.30 for year end'g 31'7'13 |
| Hongkong Electrics | $10 | $41½ | s. | 40 cents for 1911 |
| Hongkong Ices | $25 | $190 | b. | $1.80 per share for 1913 |
| Hongkong Ropes | $10 | $22½ | b. | $7 final making $9 for 1913 |
| Langkats | £ 10 | T56 | sa. | $2 for 1913 |
| Morning Post | $25 | $22 | b. | Interim of Tls. 1 making Tls. 2 a/c 1913 |
| Peak Tramway | $10 | $70 | b. | None |
| Do. (new) | $1 | 93 cts. | s. | 80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.13 |
| Hongkong Electric Trams | $/- | | | Interim of 1½d. per share for 1913. |
| Philippines | $10 | $5 | s. | None |
| H. Price & Co., Ld. | $10 | $6 | | $1.50 for 1910 |
| Societe des Pulpeset Papierteries du Tonkin | Preferred $50 paid up $50 | $20 | | None |
| | Benefit | $200 | | |
| Shanghai-Sumatras | T. 20 | T.150 | | |
| Steam Laundry | $5 | $4½ | b. | No dividend this year |
| United Asbestos Oriental Agency, Ld. | $10 | $9½ | b. | 50 cts. for year end'g 31.5.12 |
| United Asbestos Founders Shares | $10 | $300 | | 20 per cent. per ordinary share for year ended 31'5'1912 |
| Union Waterboat | $10 | $20 | s. | |
| Weismann, Ltd. | $10 | $10 | b. | $1.25 per share for year ending 31'12'1913 |
| Watson | $10 | $8 | sa. | 25 per cent. for year ending 31'7'11 |
| William Powell | $8½ | | s. | 50 cents for 1912 |
| | | | | 50 cts. year ending 6.10. 3 |

Corrected to 12-30 p.m. May. 22 1914.
General Broker 6 Des Voeux Road Central Tel. address Westlands.
WRIGHT AND HORNBY Shares and

## HOME NEWS.

**Interesting Items by the Latest Mails.**

A proposal for a great Labour alliance, involving 1,330,000 workers, was advanced a stage on April 23. On that date a conference of the Executive Committees of the miners, railwaymen and transport workers, held at Westminster, decided in favour of such an arrangement and appointed a committee to draw up a scheme. The new Committee is to meet on May 26, and it is hoped to carry the scheme into effect at an early date.

**First Lord's Mishap.**

While flying in a seaplane from the Isle of Grain to Harwich on April 24, Mr. Winston Churchill met with a slight mishap. When seven miles from Clacton the engine misfired, and the seaplane, which was piloted by Commander Seddon, alighted on the water and put into Clacton jetty, where Mr. Churchill went ashore. After some time another seaplane arrived, and the First Lord continued his journey, a large crowd witnessing his departure.

**Glasgow Rectorial Election.**

At a crowded meeting of Glasgow University students on April 24, Mr. Scott Dickson, M.P., intimated that Mr. Bonar Law would be the Unionist candidate for the Rectorial election on October 24. Lord Strathclyde (Mr. Ure) is the Radical nominee, and Mr. Cunninghame Grahame is to be the Socialist candidate.

**Isle of Man Government House Fire.**

Lord and Lady Raglan and their family had narrow escapes in a fire which broke out in Government House, Isle of Man, on April 25. The fire was observed soon after midnight, when Lord and Lady Raglan were retiring, the outbreak apparently starting in the servants' quarters. One servant had to be carried out of the burning building and another was rescued by means of a ladder. Government House is situated just outside Douglas, and parts of it date back a long way. It is maintained by the Manx Government and has been occupied by Lord Raglan since his appointment as Lieutenant Governor in 1905.

**Will of Viscount Cross.**

Viscount Cross, the veteran Unionist statesman, who died on January 8, in his 91st. year, left estate of the value of £91,617. By his will, which was made in 1901, the letters received by him from Queen Victoria, members of the Royal Family, the Viceroy of India, and Governors of Bombay and Madras, and the letters written by him to the Viceroys and Governors, are not to be published, but held in trust for his grandson, Lord Cross, and to go with the title. The books, pictures, prints, statues, etc., given to him by Queen Victoria, his decorations and peer's coronet and robes, and a sum of £40,000 are to be held with the title.

**A Novelist's Estate.**

It is announced that the family of Mrs. Florence Annie Steel, the novelist, have established their claim to Cousin's Cove estate, at Havoner, Jamaica. Mrs. Steel is a daughter of the late George Webster, whose progenitor James Gray Webster, inherited the estate from his mother, but never communicated with the Attorney, who sought in vain for many years for the rightful owners of the estate.

**Cricket Ball Makers' Strike.**

The strike habit has now spread to makers of cricket balls. Workers in this line at Tonbridge and the adjoining districts, which supply the bulk of the cricket balls used throughout the country have ceased labour, demanding an increase of 5s. per dozen balls. Their present pay averages about 30s. a week. Messrs. Wisden, whose factory is at Tonbridge, are most affected, but men have also come out from cricket-ball factories at Penshurst and Smallborough. In all some 200 or 300 men are affected.

**The Scottish Express Disaster.**

The inquiry at Burntisland into the disaster to the "Flying Scotsman" express train has been conducted in public by Major Pringle on behalf of the Board of Trade. Conflicting evidence was given as to the signals, while one of the guards of the express train said that he asked the signalman the cause of the accident, and he said that he had made a mistake in taking off his starting and home signals, and that he was to blame in the matter.

Major Pringle intimated that he would take the evidence of the signalman in private, as he thought sufficient had been made public for people to form conclusions.

## A DOCTOR ON TRIAL.

New York, April 17.

A great sensation is being caused by the trial at Philadelphia on charges of wanton cruelty to dogs after vivisection of Dr Joshua Sweet, one of the members of the Faculty of Medicine at the University of Pennsylvania. Besides Dr. Sweet six other physicians and surgeons, all well-known in the world of medical scientific research, are also under indictment. Their cases depend on the result of the prosecution of Dr. Sweet.

Evidence for the prosecution was given by Miss Henrietta Ogden, of the Women's Pennsylvania Society for the Prevention of Cruelty to Animals, and Mr. Samuel Geyer, attendant in charge of the University kennels from December, 1906, until April, 1913. Miss Ogden described how with Geyer and her sister, armed with electric pocket torches, she observed on several occasions the sufferings of dogs which had undergone vivisection and been left for two weeks without attention and fed on garbage. In the course of cross-examination Miss Ogden fainted.—*The Times.*


**SILIMPOPON COAL.**

*BUNKERS*

can be supplied at cheap Rates at

**SANDAKAN & SEBATTIK**

(British North Borneo).

At these ports steamers calling or bunker coal exclusively are exempt from all shipping dues and harges.

A. BUNE.


## POST OFFICE.

The attention of the Public is called to the alterations in the time of clearance of the following Pillar Boxes:—

Times of clearance.

No. 13 at junction of Caine Rd.... 9.35 a.m. & 1.35 p.m. and Old Bailey... 11.35 a.m. & 3.35 p.m.

No. 20 at junction of Ladder St.... 9.25 a.m. & 1.25 p.m. and Caine Rd.... 11.25 a.m. & 3.25 p.m.

The Lutzow with the American Mail ex Manchuria is due to arrive here on Tuesday, the 26th inst.

**MAILS DUE.**

American, Lutzow, 26th inst.

**MAILS VIA SIBERIA.**

| Left | Due |
|---|---|
| London May 8 | Shanghai May 23. |

**MAILS CLOSE TO-DAY**

Shanghai, North China & Japan via Kobe —Per NAMSANG, 22nd May, 5 p.m.

Straits—Per AGAMEMNON, 22nd inst. 5 p.m.

**TO-MORROW.**

English Mail.

Japan via Kobe—Per KANAGAWA M., 23rd May, 9 a.m. Straits, Burmah, Ceylon, Adelaide, Western Australia, India Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 22nd inst., 5 p.m.—Per INDIA, 23rd inst., 11 a.m.

Philippine Is.—Per LOONGSANG, 23rd May, 1 p.m.

Japan via Yokohama—Per JAPAN, 23rd inst., 3 p.m.

Siberian Mail.

Straits, Ceylon, India via Bombay—Per COLOMBO M., 23rd inst. 3 p.m.

Shanghai, and North China (Europe via Siberia)—Per KANCHOW, 23rd May, 5 p.m.

Shanghai & N. China—Per KWONGSANG, 23rd inst., 5 p.m.

Wei-hai-wei & Tientsin—Per CHEONGSHING, 23rd inst., 5 p.m.

Shanghai, North China, Japan via Kobe —Per NAMSANG, 23rd inst., 5 p.m.

Shanghai & North China — Per WAISHING, 23rd inst., 5 p.m.

Hoihow, & Touron Quinhon — Per HELENE, 23rd May, 5 p.m.

**SUNDAY, 24th May.**

Swatow—Per HAIMUN, 24th May, 9 a.m

Swatow, Amoy, Formosa via Tamsui —Per DAIJIN MARU, 24th inst. 9 a.m.

Swatow—Per TSINTAU, 24th May, 9 a.m.

Swatow, Wei-hai-wei, Chefoo & Tientsin —Per HUICHOW, 24th inst., 9 a.m.

**MONDAY, 25th May.**

Straits, Batavia, Cheribon, Samarang & Sourabaya—Per HOKUTO M., 25th inst. 10 a.m.

Haiphong & Pakhoi—Per HANOI, 25th May, 11 a.m.

**TUESDAY, 26th May.**

Swatow, Amoy and Foochow —Per HAICHING, 26th M., 10 a.m.

Philippine Is.—Per CHINHUA, 26th inst., 3 p.m.

Shanghai—Per SHAOHSING, 26th inst., 3 p.m.

Straits & India via Calcutta — Per LAISANG, 26th May, 1 p.m.

**WEDNESDAY, 27th May.**

German & American Mail.

Hoihow, Haiphong, & Pakhoi—Per KAITONG, 27th inst., 8 a.m. Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples — Per LUTZOW, 27th inst., 9 a.m. Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco—Per CHINA, 27th inst., 10 a.m.

Swatow—Per HAIMUN 27th inst., 10 a.m Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—PANAMA MARU, 27th inst., 11 a.m.

**THURSDAY, 28th May.**

American Canadian & Siberian Mails.

Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF INDIA, 28th inst., 10.30 a.m.

Shanghai & N. China—Per ANHUI, 28th inst., 3 p.m.

Shanghai, & North China —Per ESANG, 28th May, 5 p.m.

**FRIDAY, 29th May.**

Australian Mail.

Philippine Is, Australia, Tasmania & New Zealand via Thursday Is.—Per EMPIRE, 29th May, 9 a.m.

Swatow, Amoy and Foochow—Per HAITAN, 29th May, 10 a.m.

**SATURDAY, 30th May.**

Philippine Is.—Per YUENSANG, 30th May, 1 p.m.

Siberian Mail.

Shanghai & North China (Europe via Siberia). — Per CHINAN, 30th inst., 5 p.m.

[To make connection with the Taiyuan Train leaving Shanghai on Thursday, the 4th June.]

**MONDAY, 2nd June.**

Philippine Is.—Per TAMING, 2nd inst., 3 p.m.

**WEDNESDAY, 3rd June.**

Australian Mail.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per CHANGSHA, 3rd June, 9 a.m.

## SHIPPING NEWS.

**ARRIVED.**

Agamemnon, Br. s.s. 7,013, Hazeland, 21st inst.—Shanghai, 18th inst. Gen.—Order.

Chinhua, Br. s.s. 1,349, Finlayson, 22nd inst.—Manila, 19th inst. Gen.—B. and S.

Colombo Maru, Jap. s.s. 4,709, O. Sakamoto, 22nd inst.—Moji, 16th instant, Gen.—N.Y.K.

E. of India Br. s.s. 3,032, A. J. Hailey, 22nd inst.—Vancouver, Gen.—O. P. R.

Haimun, Br. s.s. 641, J. W. Evans, 22nd inst. —Swatow, 21st inst. Gen. —D. L. and Co.

India, Br. s.s. 4198, C. C. Talbot, 22nd inst. —Shanghai, 19th inst. Gen.—P. & O. S. N. Co.

Kanagawa Maru, Jap. s.s. 3,867, M. Tozawa, 22nd inst.—Singapore, 16th inst.—Gen.—N. Y. K.

Kenkon Maru, Jap. s.s. 2,159, M. Kaneko 21st inst.—Waihaiwai, Coal and Gen.—M. B. K.

Namsang, Br. s.s. 2,591, H. E. Gilroy, 22nd inst.—Calcutta, 6th May, Gen.—J. M. and Co.

Soshu Maru, Jap. s.s. 1,110, K. Haltori, 22nd inst.—Swatow, 21st instant, Gen.—O. S. K.

Tjimahi, Dut. s.s. 3,815, S. Outlings, 21st inst.—Macassar, 15th Mar., Sugar—J. C. J. L.

**DEPARTED.**

May 22.

Kwang Lee for Shanghai
Feiching for Canton
Borkum for Shanghai
Hue for Haiphong via K. C. Wan.
American for K. C. Wan
Sexta for Singapore via Amoy
Wosang for Shanghai
Luchow for Shanghai
Devanha for Shanghai
Belnsig for Yokohama via Nagasaki
Kanchow for Canton
Daiten Maru for Dairen via Chefoo
Kwangsang for Canton
Dunera for Miike

**CLEARANCES AT THE HARBOUR OFFICE.**

May 22.

Shan Si for Port Courbet
Chun Sang for Bangkok
Ching Chow for Kwong Yen
Hong Moh for Singapore via Amoy
Haiyang for Foochow via Swatow
Colombo Maru for Bombay via Singapore
Elsbeth for Hongay
Dilwara for Calcutta via Singapore
Agamemnon for Liverpool via Singapore
Zafiro for Iloilo via Manila
Newlyn for Saigon

**PASSENGERS ARRIVED.**

Per s.s. E. of India from Vancouver etc. —Mr & Mrs O Eager, D S Lenznor, E B Griffith, D Bonbram, F Manning, Mrs G Schrater, J Madden, Ho, On Mu Yu, On King Shaeng, Kum Yiu Man, Miss E Fourcade, E S Bull, Mr G E & Mrs Holland, Miss Holland, E Joseph, Lt.-Col A E Watson, Sim Ho Chiu, Young Choy, Wong Shee, A O Wong Shing.

Per s.s. Namsang from Calcutta etc.—Rev., Mr & Mrs Caldwell, Rev., Mr Gordon, Henrick, Miss Howell, Eaton, Marwood, Nullvale, Maschvertz, Rosenthal.

**SHIPS PASSED THE CANAL**

London, 15th May.

Arrivals from China:—Kamo Maru, Gottingen, Teikoku Maru, York.

The following vessels have passed the Canal:—Atholl, Helenus, Yangtsze, Atlantique, Preussen.

London, 19th May.

Arrivals from China:—Ambria, Sachsen, Scandia, Atlantique, Tubingen, Wakasa Maru.

The following vessels have passed the Canal:—Austria, Benlawers, Dorfflinger, Silesia, Annam.


Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c., ALEXANDRA CAFE.


## WEATHER REPORT.

On the 22nd at 10.45—The anticyclone has moved eastward. It is now central to the south of Korea.

A depression is still shown to the north of Hokkaido.

Pressure has increased considerably over Japan, moderately along the coast from Shanghai to Tourane, and slightly over the Philippines.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.63 inches.

**FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.**

| District. | Forecast. |
|---|---|
| 1 Hongkong and Neighbourhood | E. to S.E. winds, moderate; cloudy. |
| 3 Formosa Channel | S. winds, fresh. |
| 3 South coast of China between H.K. and Lamocks | The same as No. 1. |
| 5 South coast of China between H.K. and Hainan | The same as No. 1. |

**China Coast Meteorological Register.**

22nd May, a.m.

| Station. | Hour. | Barometer. | Temperature. | Humidity. | Winds D'tion. | Winds Force. | Weather. |
|---|---|---|---|---|---|---|---|
| W'stock | 7a | | | | | | |
| Nemuro | 6a | 29.71 | | | s | 2 | |
| Hakodate | " | 29.87 | | | w | 2 | |
| Tokio | " | 30.06 | | | nnw | 2 | |
| Kochi | " | 30.11 | | | sw | 1 | |
| Nagasaki | " | 30.13 | | | | 0 | |
| K'agima | " | | | | n | 1 | |
| Oshima | " | | | | no | 1 | |
| Naha | " | | | | ene | 1 | |
| Ishi'jima | " | 30.01 | | | ne | 2 | |
| Bonin Is. | " | 29.99 | | | ww | 1 | |
| Chefoo | " | | | | | | |
| W'haiwei | " | 30.00 | 64 | 48 | sw | 6 | bc |
| Hankow | " | | | | | | |
| Ichang | " | | | | | | |
| Kiukiang | " | | | | | | |
| Changsha | " | | | | | | |
| Shanghai | " | 30.12 | 61 | | e | 2 | o |
| Gutzlaff | " | 29.83 | 62 | | e | 3 | ov |
| Sharp P. | 7a | 30.14 | 63 | | n | 2 | o |
| Amoy | 6a | 30.02 | 69 | 80 | | 0 | c |
| Swatow | 8a | | | | | | |
| Taihoku | 5a | 30.04 | | | e | 6 | |
| Taichu | " | 30.01 | | | | 0 | |
| Tainan | " | 30.01 | | | n | 2 | |
| Koshun | " | 30.01 | | | e | 8 | |
| P'dores | " | 30.01 | | | | | |
| Canton | 6a | 29.96 | 76 | 95 | | 0 | o |
| H'kong | 6a | 29.97 | 77 | 89 | e | 5 | o |
| Gap Rock | " | 29.92 | | | e | 2 | or |
| Macao | " | 29.93 | 78 | | e | 2 | ot |
| Wuchow | 9a | | | | | | |
| Pakhoi | " | | | | | | |
| Hoihow | " | | | | | | |
| Phulien | 6a | 29.91 | 82 | | se | 4 | c |
| Tourane | " | 29.87 | 81 | | sse | 4 | dh |
| C. St. J. | " | 29.89 | 79 | | ssw | 2 | o |
| Aparri | " | 29.96 | 78 | | sw | 1 | c |
| Manila | " | 29.97 | 74 | | | 0 | o |
| Legaspi | " | 29.97 | 78 | | | 0 | b |
| Iloilo | 9a | | | | | | |
| Bacolod | " | | | | | | |
| Cebu | " | | | | | | |
| Labuan | " | 29.95 | 84 | | | | |

T. F. Claxton, Director, Hongkong, Observatory, May, 22nd.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufor Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

**METEOROLOGICAL.**

| | Previous Day at 9 p.m. | On date at 4 a.m. | On date at 9 a.m. |
|---|---|---|---|
| Barometer | 29.80 | 29.86 | 29.87 |
| Temperature | 86 | 82 | 90 |
| Humidity | 74 | 84 | 69 |
| Wind Direction | SW | — | W |
| Force | 2 | 0 | 2 |
| Weather | op | o | b |
| Rain | — | 0.07 | — |

Highest open air Temperature on the 20th 85
Lowest " " " " 82

H.K. Observatory, 21st May.
T. F. CLAXTON, Director.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# THE PENINSULAR AND ORIENTAL S. N. CO.

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WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

| For | Steamers | To Sail On | Remarks |
|---|---|---|---|
| LONDON, via Usual Ports of Call | India Capt. C. C. Talbot R.N.R. | noon 23rd May. | Freight & Passage |
| LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles | Novara Capt. H. R. Flethorington R.N.R. | about 10th June. | Freight & Passage |
| SHANGHAI | Devanha Capt. W. R. Hickey | noon 22nd May. | Freight & Passage |
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | Khyber Capt. H. E. Kitcat R.N.R. | about 29th May. | Freight & Passage |

All the above steamers are fitted with Wireless Telegraphy.
For Freight or Passage, apply to

E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office,
Hongkong, 18th May, 1914

# NORDDEUTSCHER LLOYD.

*BREMEN.*

**IMPERIAL GERMAN MAIL LINES**

| For | Steamers. | To sail on |
|---|---|---|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & H'BURG. | Lutzow Capt. H. Textor 17,300 | WEDNES., 27th May, 10 a.m. |
| SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA | Goeben Capt. A. Ahlborn 17,300 | About THURS., 28th May. |
| MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE | Coblenz Capt. H. Schmidt 6,750 | SATUR., 13th June, 3 p.m. |
| KOBE | Coblenz Capt. H. Schmitt 6,750 | About TUESDAY 26th May. |
| JESSELTON, KUDAT & SANDAKAN | Borneo Capt. J. Koehler | FRIDAY, 12th June, 9 a.m. |

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

**FREIGHT LINE.**

**NEXT SAILING FROM HONGKONG.**

**OUTWARD.**

About Borkum .....21st May. Altair.....25th May.

About Durendart .....8th June.

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For Havre, Emden and Bremen/Hamburg: Borkum about End of June.

For Havre, Emden and Hamburg/Bremen: For Marseilles, Rotterdam and Bremen/Hamburg: End of July. Altair Beginning of July.

For further Particulars, apply to

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Hongkong, 21st May, 1914.

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KOREA 18000 tons SIBERIA 18000 tons
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PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

| | | | |
|---|---|---|---|
| CHINA (via Manila) | Sailing | WEDNESDAY, | 27th May, at Noon |
| MANCHURIA | " | SATURDAY, | 6th June, at 1 p.m. |
| NILE (via Manila) | " | TUESDAY, | 16th June, at Noon |
| MONGOLIA | " | FRIDAY, | 26th June, at 1 p.m. |

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous Amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

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FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

| For | Steamers | To sail |
|---|---|---|
| SHANGHAI, KOBE AND YOKOHAMA | V. Ciotat | 1st June. |
| MARSEILLE via PORTS | Magellan | 2nd June. |
| | Polynesien | 16th June. |
| | V. Ciotat | 30th June. |

ALL STEAMERS FITTED WITH WIRELESS.

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